

BEAUMONT GENERAL PLAN



BEAUMONT

GENERAL PLAN

City of Beaumont, California
Final General Plan
First reading November 17, 2020
Seconding reading December 1, 2020



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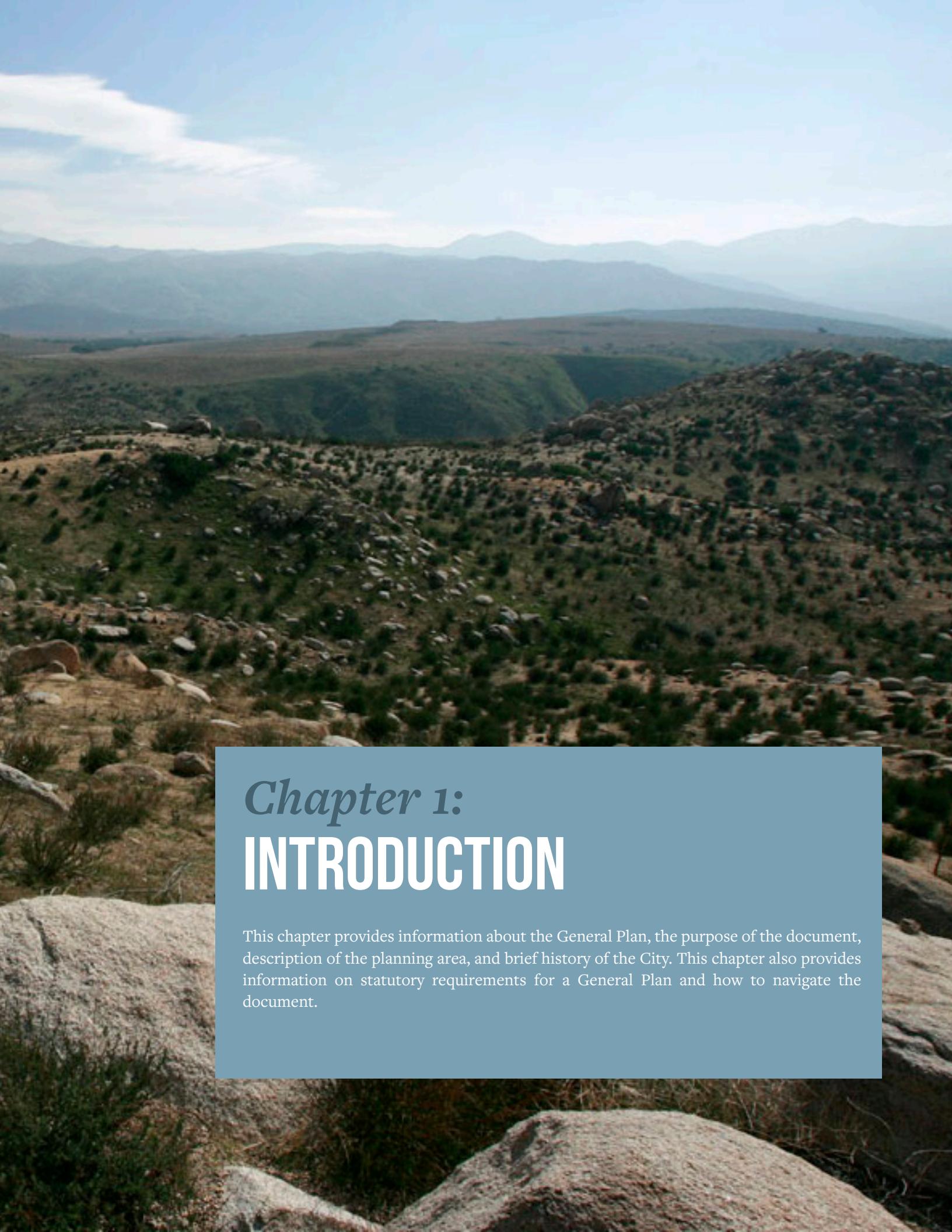
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Chapter 1: **INTRODUCTION**

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

INTRODUCTION

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

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

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



City of Beaumont

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

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

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

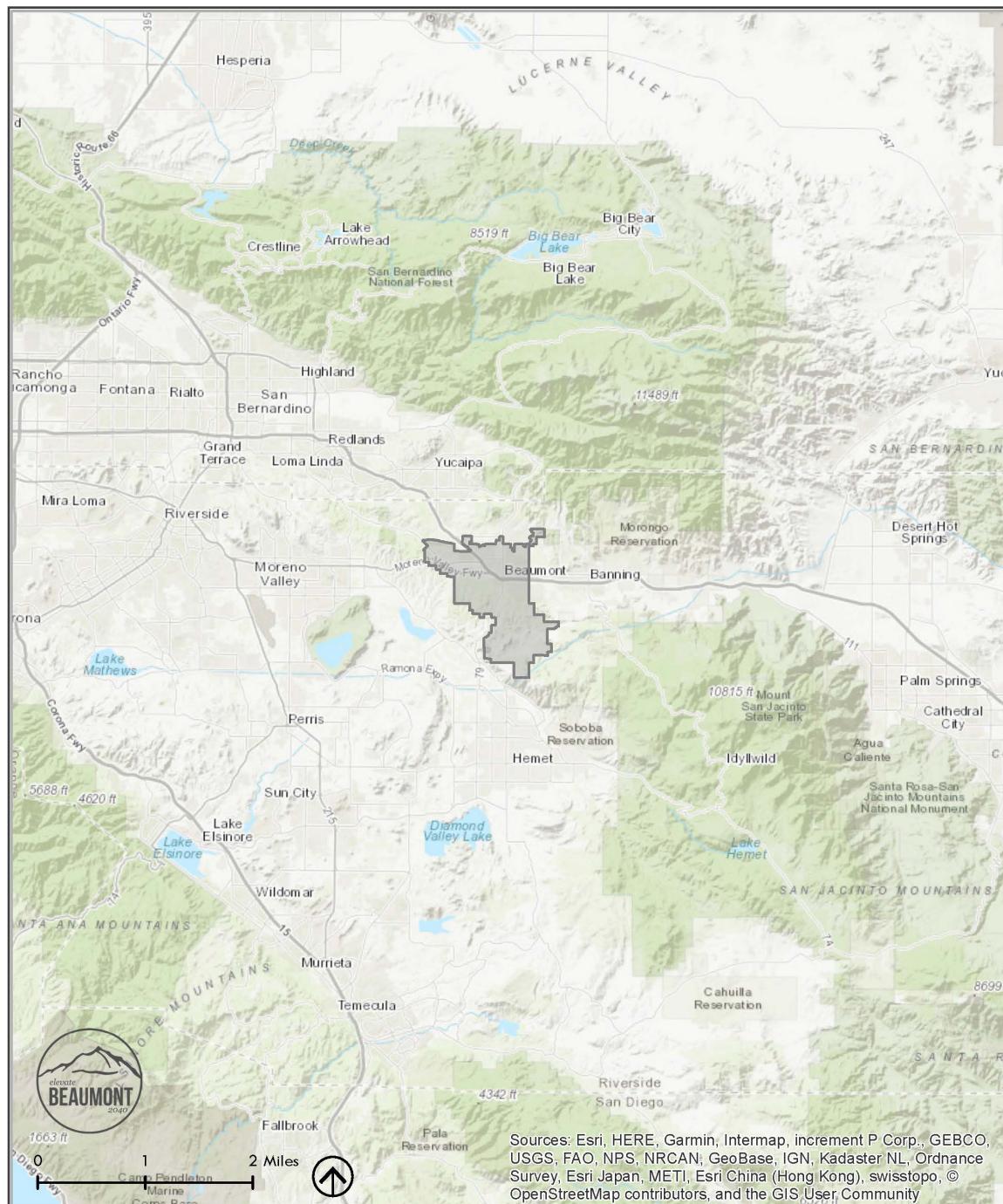
ABOUT BEAUMONT

GEOGRAPHY + LOCATION

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

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

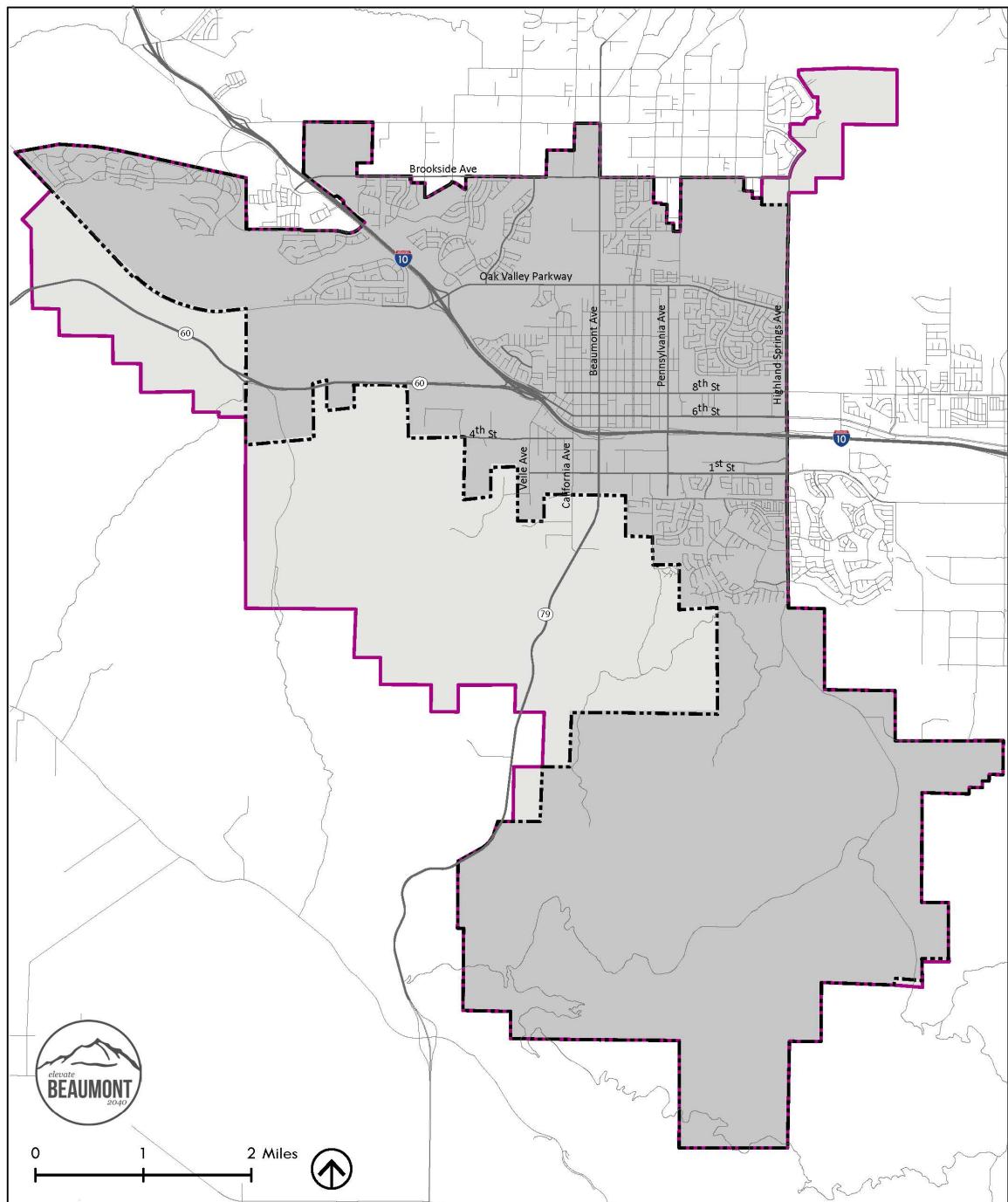
Figure 1.1 City of Beaumont and Vicinity



REGIONAL VICINITY

 City of Beaumont

Figure 1.5 City of Beaumont and its Sphere of Influence Map



GENERAL PLAN PLANNING AREA

- City Boundary
- Sphere of Influence

BRIEF HISTORY OF BEAUMONT

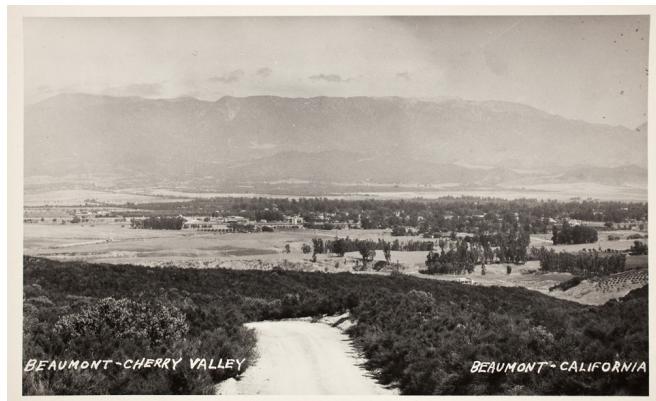
Before the settlement of the white and European settlers, the San Gorgonio Pass was home to the Pass Cahuilla Indians. The Mountain Cahuilla lived in the San Jacinto mountains and the Desert Cahuilla lived in the Coachella Valley. The Cahuilla were hunters and gatherers, but also planted crops. Before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

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

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

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

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



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

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

GENERAL PLAN AUTHORITY AND SCOPE

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

STATUTORY REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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



View of Beaumont covered in a dusting of snow.

PLAN ORGANIZATION + CONTENTS

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

CHAPTER 1. INTRODUCTION

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

CHAPTER 2. VISION + GUIDING PRINCIPLES

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

CHAPTER 3. LAND USE + COMMUNITY DESIGN

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

CHAPTER 4. MOBILITY

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

CHAPTER 5. ECONOMIC DEVELOPMENT

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

CHAPTER 6. HEALTH + ENVIRONMENTAL JUSTICE

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

CHAPTER 7. COMMUNITY FACILITIES + INFRASTRUCTURE

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

CHAPTER 8. CONSERVATION + OPEN SPACE

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

CHAPTER 9. SAFETY

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

CHAPTER 10. NOISE

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

CHAPTER 11. BEAUMONT DOWNTOWN AREA PLAN

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

CHAPTER 12. IMPLEMENTATION

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



City of Beaumont Public Library.

HOW TO USE THIS GENERAL PLAN

CONTENTS OF EACH ELEMENT

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

INTENT AND OVERVIEW

A summary of the scope and purpose of the element.

STATUTORY REQUIREMENTS

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

RELEVANT DOCUMENTS

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

SETTING THE SCENE

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

GOALS, POLICIES AND ACTIONS

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

GOALS

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

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

POLICIES

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

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

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

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

MAPS, DIAGRAMS + GRAPHICS

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

CONSISTENCY WITH THE GENERAL PLAN

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

INTERPRETATION OF THE GENERAL PLAN

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

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

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

MAINTENANCE + UPDATE OF THE GENERAL PLAN

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

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

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

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

PUBLIC ENGAGEMENT

SUMMARY OF ENGAGEMENT ACTIVITIES

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

PROJECT WEBSITE

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

COMMUNITY WORKSHOPS

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



Small group discussion during Community Workshop #1

COMMUNITY SURVEYS

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

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

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

Option/Opción 3
Street Furniture/
Mobiliario Urbano
(e.g. benches, bike racks, etc.)

Option/Opción 4
Public Art/
Arte Público
(e.g. sculptures, art, etc.)

Option/Opción 5
Complete Streets/
Calles Completas
(e.g. bike lanes, sidewalks, safe streets)

Downtown Streetscape
Calles del Centro

Option/Opción 1
Entrance to Downtown/
Entrada al Centro
(e.g. gateway signage)

Option/Opción 2
Wide Sidewalks/
Aceras Anchas
(e.g. walkable and accessible sidewalks)

Option/Opción 3
Street Furniture/
Mobiliario Urbano
(e.g. benches, bike racks, etc.)

Option/Opción 4
Public Art/
Arte Público
(e.g. sculptures, art, etc.)

Option/Opción 5
Complete Streets/
Calles Completas
(e.g. bike lanes, sidewalks, safe streets)

Option/Opción 6
Street Design/
Diseño de las Calles
(e.g., coordinated street improvements)

Preferred Alternative Survey options (September 2017).

SMALL GROUP INPUT

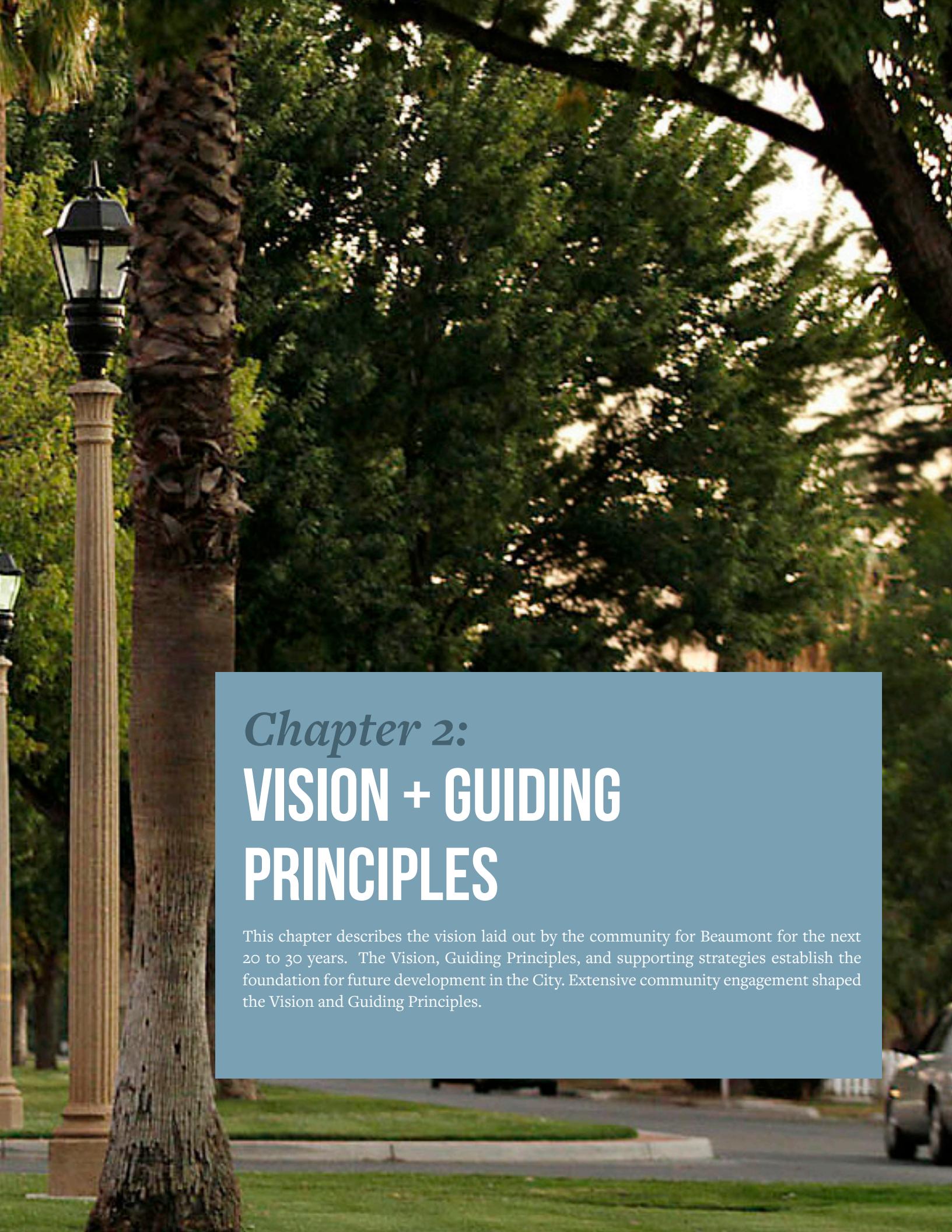
Additional community input was received through stakeholder interviews, a General Plan Task Force, and a focus group. These small group activities helped provide important insight on specific ideas on concepts developed during the General Plan process, while also providing a structured space to engage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

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

DECISION-MAKER UPDATES

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





Chapter 2: **VISION + GUIDING PRINCIPLES**

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

INTRODUCTION

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

VISION STATEMENT

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

OUR GUIDING PRINCIPLES

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

TRANSPARENT, HONEST GOVERNMENT

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

RESPONSIBLE, MEASURED GROWTH

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

LIVING WITHIN OUR FINANCIAL + RESOURCE MEANS

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

CLOSE TIES WITH OUR NEIGHBORS

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

SMALL-TOWN ATMOSPHERE

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

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

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

HEALTH + SAFETY

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

THE BEAUTIFUL ENVIRONMENT OF THE PASS AREA

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



Beaumont, CA natural environment.

GENERAL PLAN PRIORITIES

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

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

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

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

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

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

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

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

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



Beaumont storefronts



Wolverine Worldwide grand opening in Beaumont.

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

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

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

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

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

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





Chapter 3: **LAND USE + COMMUNITY DESIGN**

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

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

STATUTORY REQUIREMENTS

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

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

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

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

RELEVANT PLANS AND DOCUMENTS

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



Sunset view in Beaumont.

SETTING THE SCENE

EXISTING LAND USE

The City of Beaumont is approximately 30 square miles in size. The City's Sphere of Influence is located primarily to the south and west of City boundaries and covers an additional 11.2 square miles. The City has a relatively small development footprint compared to its overall size. As of 2016, much of the area within the City and its sphere was undeveloped. Undeveloped land is comprised of 1) open space and areas reserved for open space, 2) vacant parcels, and 3) land designated for planned urban uses that have not been built yet.

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

DEVELOPMENT HISTORY AND PATTERNS

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

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

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

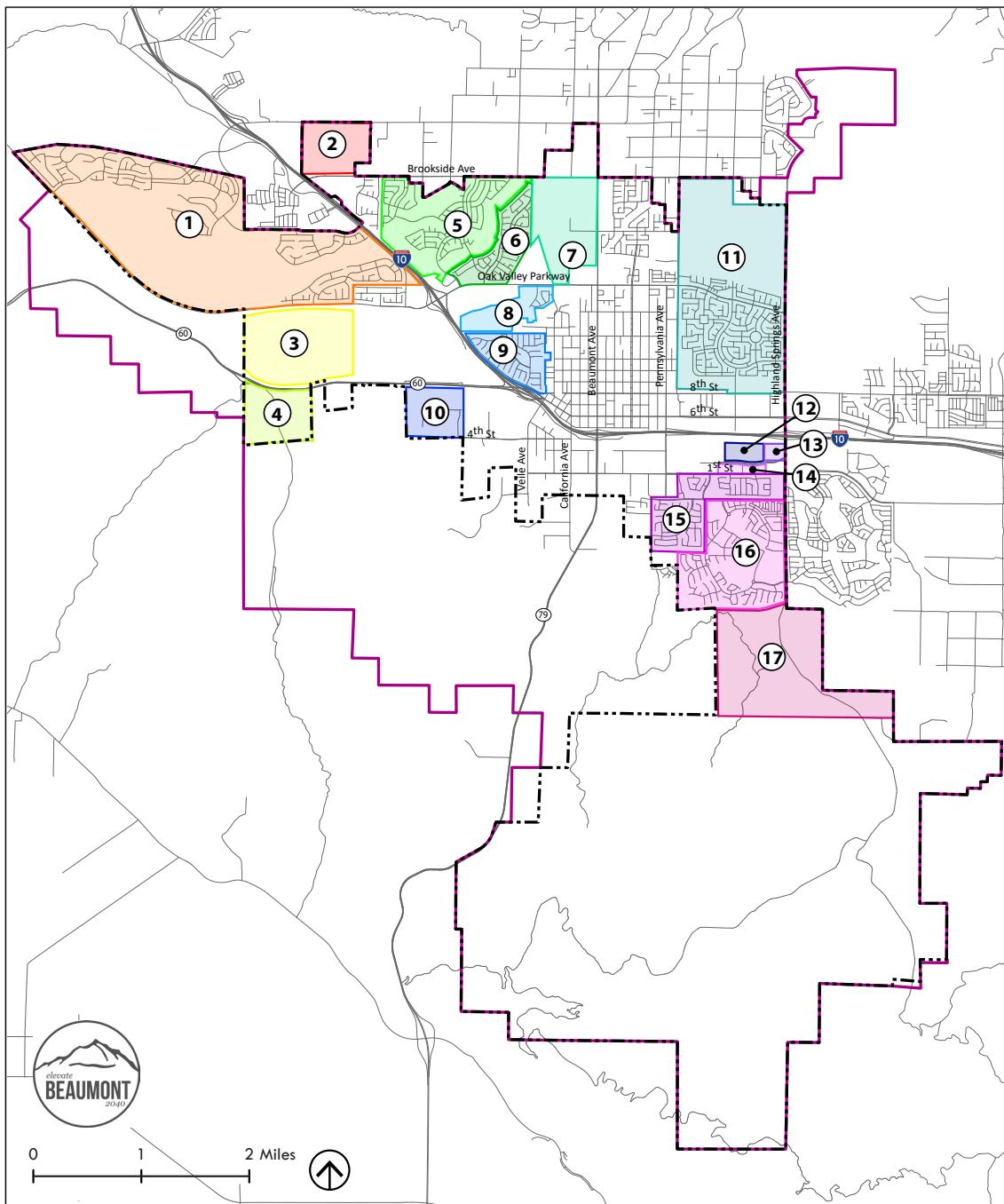
EXISTING SPECIFIC PLANS

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

Table 3.1 Existing Specific Plans

| SPECIFIC PLAN NAME | DESCRIPTION |
|--|--|
| 1. Fairway Canyon/ Tournament Hills | Single family residential community with a total buildout of 4,660 homes |
| 2. Sunny Cal | Single family residential community with a total buildout of 560 homes |
| 3. Heartland | Single family residential community with a total buildout of 1,224 homes |
| 4. Hidden Canyon | Industrial park with a total buildout of 2.89 million square feet |
| 5. Solera | Single family residential community with a total buildout of 1,600 homes |
| 6. Estates at Oak Valley | Residential community with a mixture of single family and active adult with a total buildout of 2,800 homes and 151,000 square feet of commercial. |
| 7. Noble Creek Vistas | Single family residential community with a total buildout of 648 homes |
| 8. Kirkwood Ranch | Residential development including 470 single family homes and 60 multi-family units |
| 9. Three Rings Ranch | Single family residential community with a total buildout of 602 homes |
| 10. Rolling Hills Ranch Industrial | Industrial development with a total buildout of 3,000,000 square feet |
| 11. Sundance | Residential community with a mix of very low density to high density and a total buildout of 4,450 units |
| 12. Walmart/Home Depot Commercial | Commercial uses with a total square footage of 224,214 square feet |
| 13. Marketplace at Beaumont | Commercial uses with a total buildout of 194,569 square feet |
| 14. San Gorgonio Village | Commercial uses with a total buildout of 225,139 square feet |
| 15. Seneca Springs/ Empire Homes | Residential community with a total buildout of 1,150 homes |
| 16. Four Seasons | Active adult residential community with a total buildout of 2,400 homes |
| 17. Potrero Creek Estates | Single family residential community with a total buildout of 1,028 homes |

Figure 3.1 Existing Specific Plans



SPECIFIC PLANS

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

KEY ISSUES + OPPORTUNITIES

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

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

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

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

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

FUTURE GROWTH

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

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



View of Beaumont neighborhoods.

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

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

Distribution of development is based on the following general assumptions:

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

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

| Land Use | | RESIDENTIAL DEVELOPMENT** | | | NON-RESIDENTIAL DEVELOPMENT** | | | |
|---------------------------|---------------|-----------------------------|---------------------------|--------------------------|---|-------------------------------|----------------------|--------------------------|
| Land Use | Land Area | Number of Residential Units | Single Family Residential | Multi-family Residential | Typical Non-Residential Development (square feet) | Retail/ Service (square feet) | Office (square feet) | Industrial (square feet) |
| General Commercial | 320.71 | - | - | - | 3,422,681 | 3,422,681 | - | - |
| TOD Overlay | 172.82 | 2,540 | 508 | 2,032 | 790,444 | 658,703 | 131,741 | - |
| Downtown Mixed Use | 385.75 | 1,782 | 89 | 1,693 | 823,360 | 617,520 | 205,840 | - |
| Neighborhood Commercial | 45.93 | - | - | - | 490,174 | 441,157 | 49,017 | - |
| Industrial | 1336.38 | - | - | - | 19,646,791 | 589,404 | 392,936 | 18,664,451 |
| Employment District | 179.15 | - | - | - | 4,096,958 | 1,229,088 | 614,544 | 2,253,327 |
| Public Facilities | 349.61 | - | - | - | - | - | - | - |
| Open Space | 10252.61 | - | - | - | - | - | - | - |
| Rural Residential 40 | 3419.51 | 60 | 60 | - | - | - | - | - |
| Rural Residential 10 | 850.37 | 60 | 60 | - | - | - | - | - |
| Rural Residential 1 | 547.46 | 383 | 383 | - | - | - | - | - |
| Single Family Residential | 5076.29 | 22,735 | 22,735 | - | 270,876 | 270,876 | - | - |
| Traditional Neighborhood | 574.36 | 2,027 | 1,824 | 203 | 105,080 | 105,080 | - | - |
| High Density Residential | 322.69 | 5,692 | - | 5,692 | 59,037 | 59,037 | - | - |
| Urban Village | 408.13 | 3,526 | 705 | 2,821 | 2,133,377 | 1,333,361 | 266,672 | 533,344 |
| Urban Village South | 236.61 | 2,044 | 409 | 1,635 | 1,236,818 | 773,011 | 154,602 | 309,205 |
| Streets | 2087.9 | - | - | - | - | - | - | - |
| Total* | 26,566 | 40,849 | | | 33,075,597 | 9,499,918 | 1,815,352 | 21,760,327 |

* Includes City and Sphere. Includes existing development

** Includes existing development

Table 3.2b Potential Development in the City of Beaumont

| Land Use | | RESIDENTIAL DEVELOPMENT** | | | NON-RESIDENTIAL DEVELOPMENT** | | | |
|---------------------------|---------------|-----------------------------|---------------------------|--------------------------|---|-------------------------------|----------------------|--------------------------|
| Land Use | Land Area | Number of Residential Units | Single Family Residential | Multi-family Residential | Typical Non-Residential Development (square feet) | Retail/ Service (square feet) | Office (square feet) | Industrial (square feet) |
| General Commercial | 320.71 | - | - | - | 3,422,681 | 3,422,681 | - | - |
| TOD Overlay | 172.82 | 2,540 | 508 | 2,032 | 790,444 | 658,703 | 131,741 | - |
| Downtown Mixed Use | 385.75 | 1,782 | 89 | 1,693 | 823,360 | 617,520 | 205,840 | - |
| Neighborhood Commercial | 45.93 | - | - | - | 490,174 | 441,157 | 49,017 | - |
| Industrial | 785.38 | - | - | - | 11,546,264 | 346,388 | 230,925 | 10,968,951 |
| Employment District | - | - | - | - | - | - | - | - |
| Public Facilities | 349.61 | - | - | - | - | - | - | - |
| Open Space | 9409.13 | - | - | - | - | - | - | - |
| Rural Residential 40 | 929.89 | 16 | 16 | - | - | - | - | - |
| Rural Residential 10 | - | - | - | - | - | - | - | - |
| Rural Residential 1 | - | - | - | - | - | - | - | - |
| Single Family Residential | 4632.74 | 21,499 | 21,499 | - | 247,208 | 247,208 | - | - |
| Traditional Neighborhood | 82.99 | 293 | 264 | 29 | 15,183 | 15,183 | - | - |
| High Density Residential | 77.4 | 1,365 | - | 1,365 | 14,160 | 14,160 | - | - |
| Urban Village | 408.13 | 3,526 | 705 | 2,821 | 2,133,377 | 1,333,361 | 266,672 | 533,344 |
| Urban Village South | - | - | - | - | - | - | - | - |
| Streets | 1780.67 | - | - | - | - | - | - | - |
| Total* | 19,381 | 31,021 | 23,081 | 7,940 | 19,482,851 | 7,096,361 | 884,195 | 11,502,295 |

* Includes City of Beaumont only.

** Includes existing development

Table 3.2c Potential Development in the Sphere of Influence

| Land Use | | RESIDENTIAL DEVELOPMENT** | | | NON-RESIDENTIAL DEVELOPMENT** | | | |
|---------------------------|--------------|-----------------------------|---------------------------|--------------------------|---|-------------------------------|----------------------|--------------------------|
| Land Use | Land Area | Number of Residential Units | Single Family Residential | Multi-family Residential | Typical Non-Residential Development (square feet) | Retail/ Service (square feet) | Office (square feet) | Industrial (square feet) |
| General Commercial | - | - | - | - | - | - | - | - |
| TOD Overlay | - | - | - | - | - | - | - | - |
| Downtown Mixed Use | - | - | - | - | - | - | - | - |
| Neighborhood Commercial | - | - | - | - | - | - | - | - |
| Industrial | 551.00 | - | - | - | 8,100,527 | 243,016 | 162,011 | 7,695,500 |
| Employment District | 179.15 | - | - | - | 4,096,958 | 1,229,088 | 614,544 | 2,253,327 |
| Public Facilities | - | - | - | - | - | - | - | - |
| Open Space | 843.48 | - | - | - | - | - | - | - |
| Rural Residential 40 | 2,489.62 | 44 | 44 | - | - | - | - | - |
| Rural Residential 10 | 850.37 | 60 | 60 | - | - | - | - | - |
| Rural Residential 1 | 547.46 | 383 | 383 | - | - | - | - | - |
| Single Family Residential | 443.55 | 1,236 | 1,236 | - | 23,668 | 23,668 | - | - |
| Traditional Neighborhood | 491.37 | 1,734 | 1,560 | 173 | 89,897 | 89,897 | - | - |
| High Density Residential | 245.29 | 4,327 | - | 4,327 | 44,876 | 44,876 | - | - |
| Urban Village | - | - | - | - | - | - | - | - |
| Urban Village South | 236.61 | 2,044 | 409 | 1,636 | 1,236,818 | 773,011 | 154,602 | 309,205 |
| Streets | 307.23 | - | - | - | - | - | - | - |
| Total* | 7,185 | 9,828 | 3,692 | 6,136 | 13,592,744 | 2,403,556 | 931,157 | 10,258,032 |

* Includes Sphere of Influence only.
 ** Includes existing development

CITY STRUCTURE

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

CITY FRAMEWORK

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

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



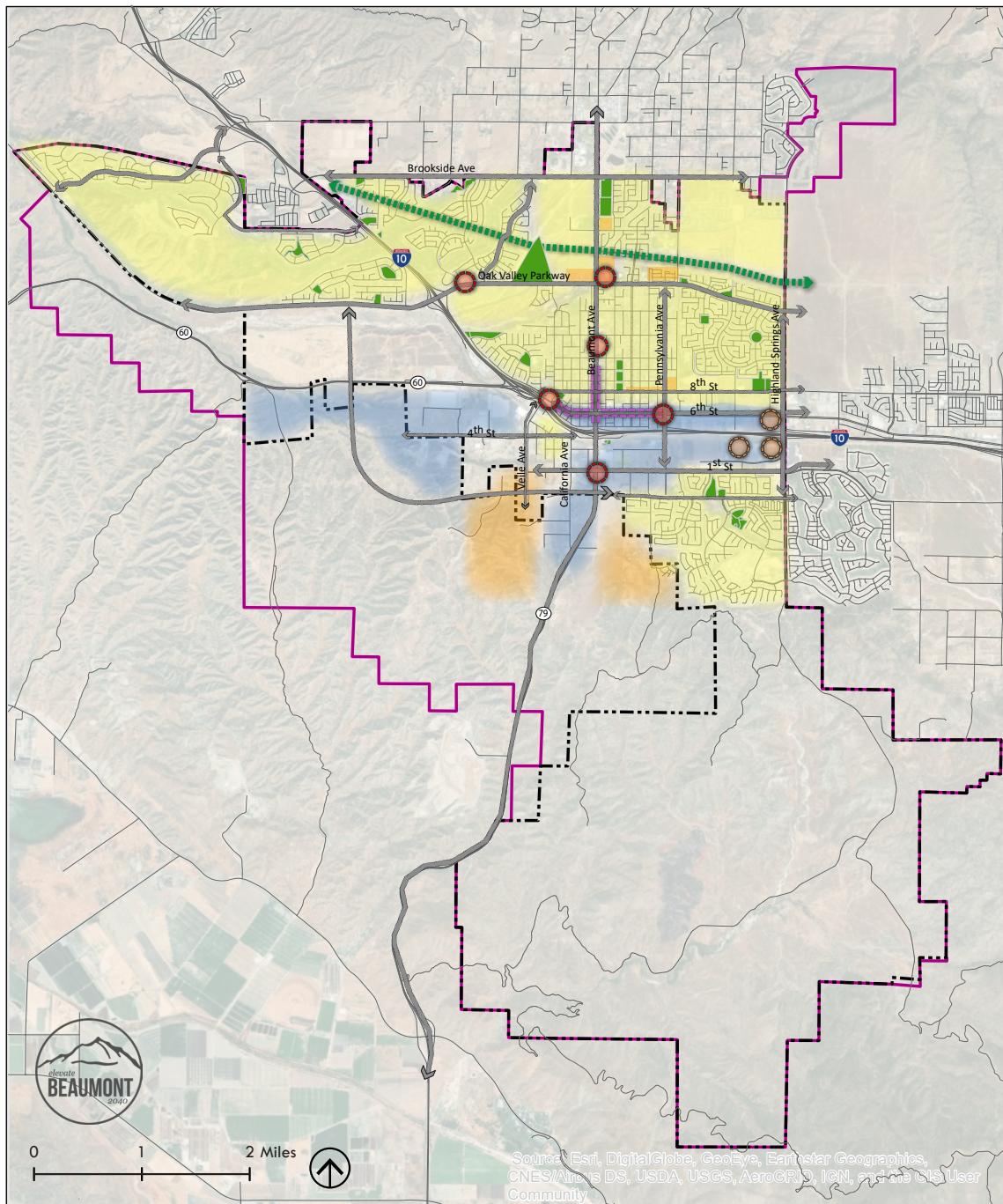
Existing Beaumont neighborhoods.

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

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

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

Figure 3.2 Existing City Structure



EXISTING CITY STRUCTURE

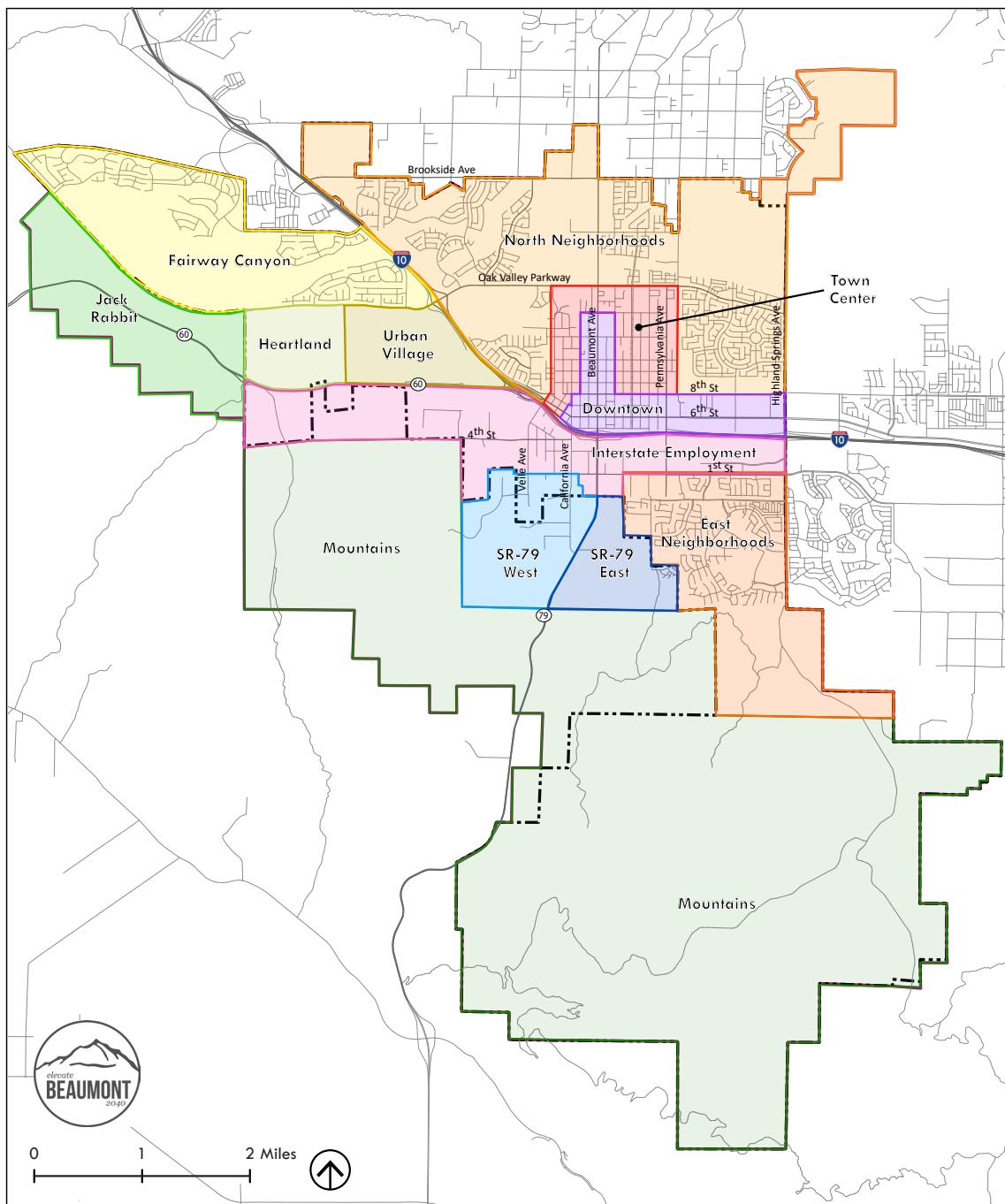
- | | |
|---------------------------|---------------------------------|
| City Boundary | Single Family Neighborhoods |
| Sphere of Influence | Downtown |
| Easements | Neighborhood Commercial Centers |
| Major Corridors | Regional Commercial Centers |
| Open Space | |
| Non-Residential Districts | |

BEAUMONT SUBAREAS

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

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

Figure 3.3 General Plan Subareas



BEAUMONT SUBAREAS

-  City Boundary
-  Sphere of Influence

DOWNTOWN BEAUMONT

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

DOWNTOWN CORE/SIXTH STREET CORRIDOR

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

SIXTH STREET CORRIDOR EXTENDED

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

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

BEAUMONT AVENUE

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

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

TOWN CENTER

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

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

This subarea is designated as Single-Family Neighborhood.

SUBAREA STRATEGIES:

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



The Beaumont Town Center area is it stands today.

NORTH NEIGHBORHOODS

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

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

SUBAREA STRATEGIES:

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

SUN CAL + HEARTLAND

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

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

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

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

SUBAREA STRATEGIES:

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

FOUR SEASONS/POTRERO

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

SUBAREA STRATEGIES:

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

URBAN VILLAGE

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

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

SUBAREA STRATEGIES:

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

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

INTERSTATE EMPLOYMENT

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

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

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

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

SUBAREA STRATEGIES:

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

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

SR-79 WEST + SR-79 EAST

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

SUBAREA STRATEGIES:

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



SR-79 West Subarea



SR-79 East Subarea

MOUNTAINS

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

SUBAREA STRATEGIES:

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

JACK RABBIT

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

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

SUBAREA STRATEGIES:

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



View of Beaumont mountains.

LAND USE DESIGNATIONS

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

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

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

RELATIONSHIP WITH THE ZONING ORDINANCE

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

UNDERSTANDING DENSITY + INTENSITY

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

DU/AC – DWELLING UNITS PER ACRE

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

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

FAR – FLOOR AREA RATIO

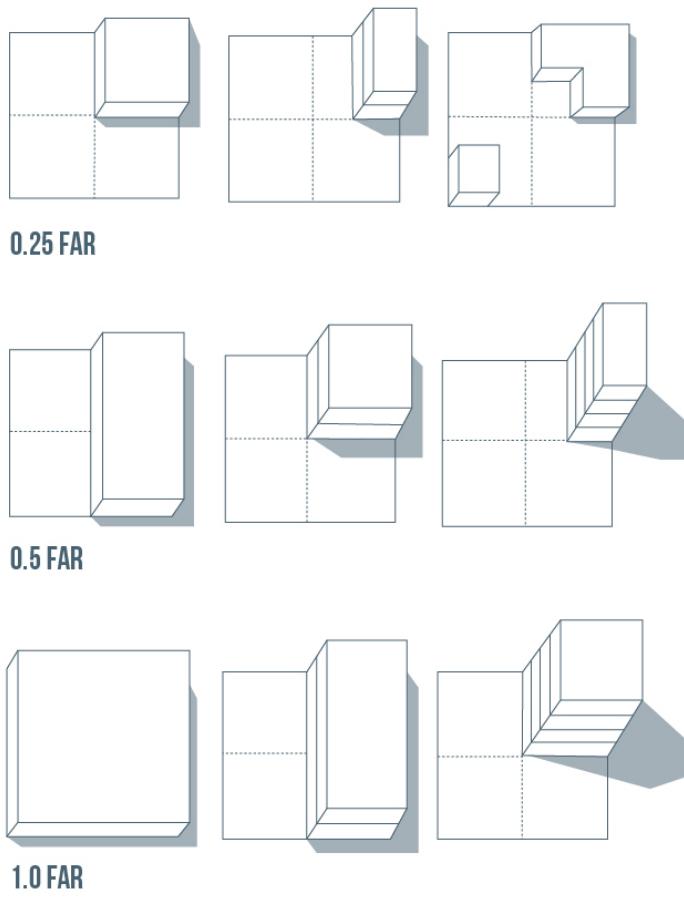
Development intensity, which applies to nonresidential and mixed uses, refers to the extent of development on a parcel of land or lot. Floor area ratio is used in the General Plan as a measure of non-residential or mixed-use development intensity.

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

PERSONS/SQ. MI – INHABITANTS PER SQUARE MILE

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

Figure 3.4 FAR Explained

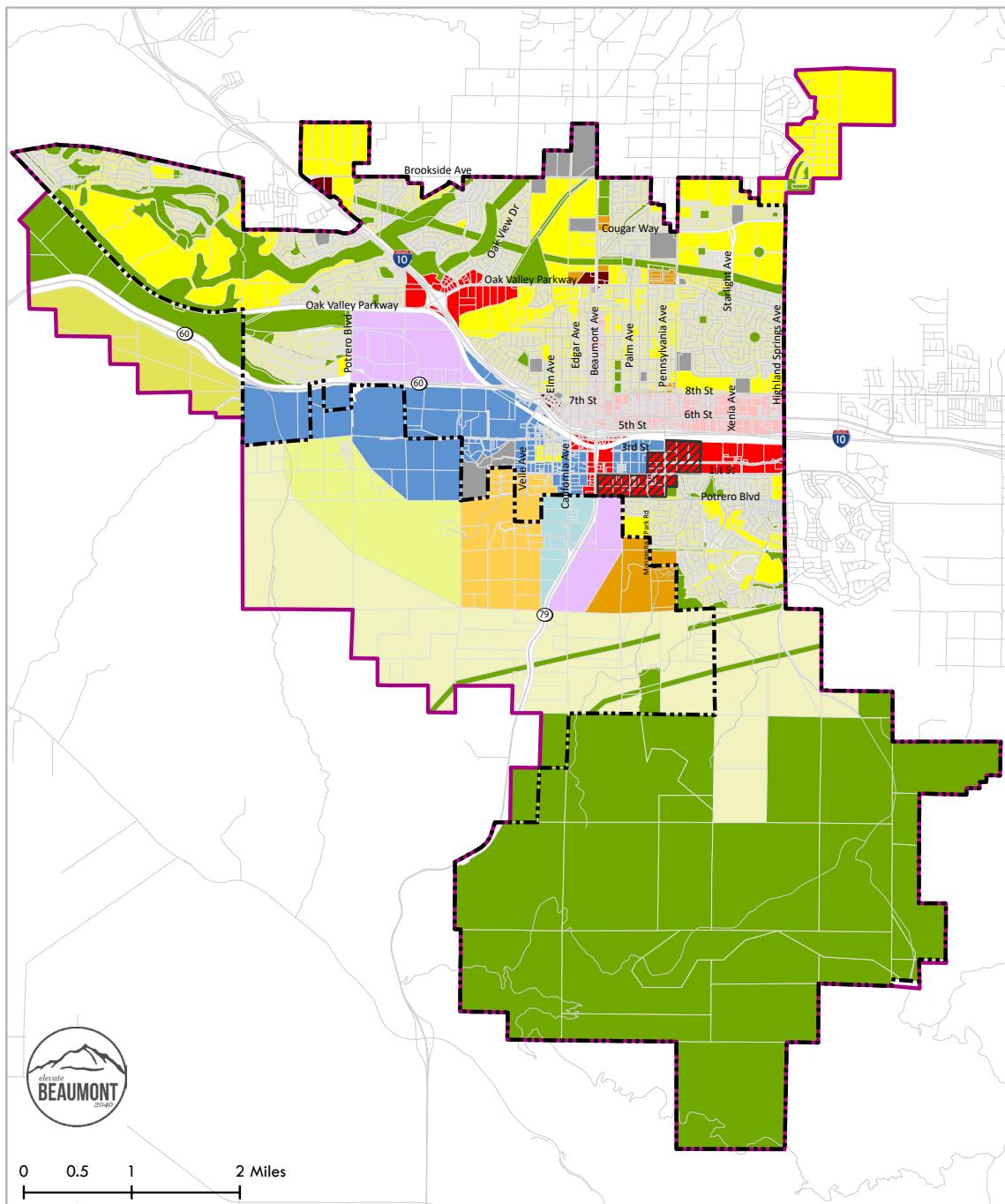


$$\text{FLOOR AREA RATIO (FAR)} = \frac{\text{GROSS BUILDING AREA}}{\text{LOT AREA}}$$

Table 3.3 Land Use Designations

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

Figure 3.5 Land Use Map



Residential Designation



RURAL RESIDENTIAL 40 (RR40)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

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

Residential Designation



RURAL RESIDENTIAL 10 (RR 10)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

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

Residential Designation



RURAL RESIDENTIAL 1 (RR1)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

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

Residential Designation



SINGLE-FAMILY RESIDENTIAL (SFR)

DESCRIPTION

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

ALLOWED LAND USES

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

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

ALLOWED DENSITY/INTENSITY

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

Residential Designation



TRADITIONAL NEIGHBORHOOD (TN)

DESCRIPTION

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

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

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

ALLOWED LAND USES

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

Supporting neighborhood commercial uses in locations as noted above.

ALLOWED DENSITY/INTENSITY

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

Residential Designation



HIGH DENSITY RESIDENTIAL (HDR)

DESCRIPTION

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

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

uses should be located along streets designated as Arterial Roadways or Connector Streets.

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

ALLOWED LAND USES

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

Supporting neighborhood commercial uses in locations as noted above.

ALLOWED DENSITY/INTENSITY

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

Non-Residential Designation



NEIGHBORHOOD COMMERCIAL (NC)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

- Maximum FAR is 1.0, typical FAR is 0.35

Non-Residential Designation



GENERAL COMMERCIAL (GC)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

- Maximum FAR is 0.75, typical FAR is 0.35

Non-Residential Designation



EMPLOYMENT DISTRICT (ED)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

- Minimum FAR is 0.5
- Maximum FAR is 1.0

Non-Residential Designation



INDUSTRIAL (I)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

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

Mixed Use Designation



DOWNTOWN MIXED USE (DMX)

DESCRIPTION

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

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

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

- See Chapter 11

Mixed Use Designation



URBAN VILLAGE (UV)

DESCRIPTION

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

The second Urban Village (South) designation takes advantage of access provided by SR-79 and the proximity of the future transit station

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

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

Mixed Use Designation



TRANSIT ORIENTED DISTRICT OVERLAY (TOD OVERLAY)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

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

Other/Public Designations



PUBLIC FACILITIES (PF)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

- The maximum permitted floor area ratio is 1.0

Other/Public Designations



OPEN SPACE (OS)

DESCRIPTION

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

ALLOWED LAND USES

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

ALLOWED DENSITY/INTENSITY

- N/A

GOALS + POLICIES

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

URBAN FRAMEWORK

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

Polices

- 3.1.1** Promote a balance of land use and development types throughout the City.
- 3.1.2** Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.
- 3.1.3** Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).
- 3.1.4** Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.
- 3.1.5** Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.
- 3.1.6** Preserve and protect natural open space areas in south and southwest Beaumont and its sphere of influence.
- 3.1.7** Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.
- 3.1.8** Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit
- 3.1.9** Prioritize public investments and guide private investments around existing neighborhoods and districts to locate expansion areas contiguous to the existing footprint.
- 3.1.10** Infill vacant areas within City limits by developing new residential neighborhoods around neighborhood centers and community gathering spaces, such as schools and parks.
- 3.1.11** Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

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

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

Policies:

- 3.2.1** Ensure that there will be adequate water and wastewater system capacity to meet projected demand. Coordinate with BCVWD to ensure access to clean and adequate water supply.
- 3.2.2** Continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any needed infrastructure improvements.
- 3.2.3** Continue to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

RESIDENTIAL USES

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

Policies:

- 3.3.1** Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.
- 3.3.2** Develop a variety of housing types at varying densities that meet the needs of residents of a variety of incomes, lifestyles and needs.
- 3.3.3** Continue to maintain and conserve existing residential neighborhoods.
- 3.3.4** Continue to explore future opportunities for new residential development.
- 3.3.5** Incentivize infill housing development in the Downtown and new higher density housing in the Urban Villages.
- 3.3.6** Encourage developers to build proposed retail and services in a specific plan no later than when 75% of the residential development has occurred.
- 3.3.7** Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.
- 3.3.8** Support ongoing maintenance and improvement of existing residential properties; in particular, encourage property owners to maintain and improve their front yards and building fronts.
- 3.3.9** Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.
- 3.3.10** Permit accessory dwelling units on single-family residential lots.
- 3.3.11** Discourage the construction of new gated communities. When gated communities are allowed, require frequent pedestrian and bicycle connections between the gated community and surrounding areas at distances no more than 600 feet apart.

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

NON-RESIDENTIAL USES

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

Policies:

- 3.4.1** Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.
- 3.4.2** Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.
- 3.4.3** Continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways. Encourage a second urban village in the SR-79 East Subarea.
- 3.4.4** Encourage development of employment-generating uses in the SR-79 West Subarea.
- 3.4.5** Focus economic development efforts on attracting high paying jobs to the City.
- 3.4.6** Continue to promote the maintenance and preservation of industrial activities and businesses that contribute to the City's economic and employment base.
- 3.4.7** Encourage the continued expansion of the City's industrial districts to accommodate economic development and growth.
- 3.4.8** Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors, especially in El Barrio.

COMMUNITY DESIGN + PUBLIC REALM

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

Policies:

- 3.5.1** Install gateway elements that improve the appearance of entry points leading into the City.
- 3.5.2** Continue to work towards the implementation of streetscape and sign standards.
- 3.5.3** Promote quality design in the review of commercial and residential projects.

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

Policies:

- 3.6.1** Improve existing parks and public spaces throughout the City to provide beautiful, comfortable, and inviting gathering spaces.

- 3.6.2** Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.
- 3.6.3** Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

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

Policies:

- 3.7.1** Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.
- 3.7.2** Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

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

Policies:

- 3.8.1** Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.
- 3.8.2** Establish buffers between residential development and high-volume roadways, including SR-79, I-10, and SR-60, to protect residents from negative environmental health impacts.
- 3.8.3** Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.
- 3.8.4** Prioritize access to health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens.
- 3.8.5** Promote access to affordable and safe opportunities for physical activity, particularly for park poor neighborhoods, such as the Town Center and El Barrio.
- 3.8.6** Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.
- 3.8.7** Apply universal design principles to ensure that all people can experience an environment that promotes their health, safety, and welfare.

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

Policies:

- 3.9.1** Use Crime Prevention through Environmental Design strategies (CPTED) in new and

existing development to improve public safety, including the following:

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

- 3.9.2** Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.
- 3.9.3** Encourage regional partnerships that support the coordination of public safety awareness and crime prevention.
- 3.9.4** Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.
- 3.9.5** Support community volunteer programs, including police cadets, Volunteering In Beaumont is Excellent (VIBE) Program, and Citizen Volunteers.
- 3.9.6** Encourage the creation of a graffiti prevention team to remove graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

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

Policies:

- 3.10.1** Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.
- 3.10.2** Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
- 3.10.3** Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.
- 3.10.4** Designate truck routes to avoid sensitive land uses, where feasible.
- 3.10.5** Encourage smoke-free and Vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.
- 3.10.6** Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.
- 3.10.7** Support practices that promote low impact development, including water resilient communities, prevention of urban runoff, and mitigation of industrial pollution.

OPEN SPACE

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

Policies:

- 3.11.1** Maintain existing park and recreation facilities that will be maintained in good condition to protect the public's investment and facilitate uses.
- 3.11.2** Evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.
- 3.11.3** Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.
- 3.11.4** Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.
- 3.11.5** Preserve watercourses and washes necessary for regional flood control, ground water recharge areas and drainage for open space and recreational purposes. These include San Timoteo Creek, Little San Gorgonio Creek and Noble Creek, among others.
- 3.11.6** Encourage residential clustering and allow transfer of development rights as a means of preserving open space.
- 3.11.7** Preserve permanent open space edges or greenbelts that provide a buffer for separation between adjoining developments.
- 3.11.8** Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.
- 3.11.9** Continue to maintain the Badlands and Potrero area as primarily a functioning wildlife habitat.
- 3.11.10** Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.

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

Policies:

- 3.12.1** Develop policies for hillside development in order to protect the natural environment and views.
- 3.12.2** Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.
- 3.12.3** Control the grading of land, pursuant to the City's Municipal Code, to minimize the potential for erosion, landslides, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.
- 3.12.4** Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.
- 3.12.5** Review the feasibility of creating a "night-time sky" ordinance to reduce light pollution.

IMPLEMENTATION

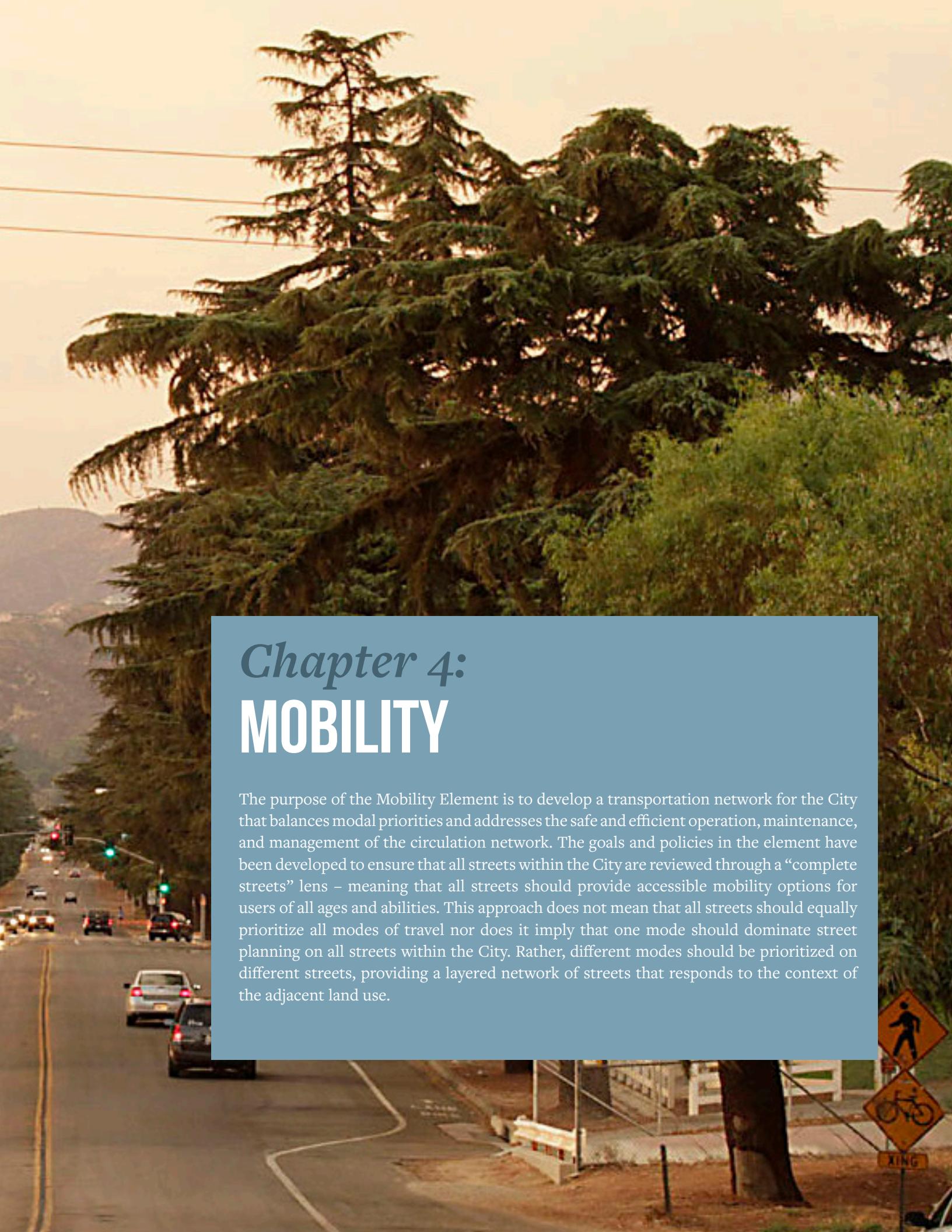
Table 3.4 Implementation Strategies

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------------------|--|----------|------------|---|
| DEPARTMENTAL PROCESSES | | | | |
| LUCD1 | Specific Plan Consistency. Following adoption of the General Plan, review the existing, adopted Specific Plans and make changes to ensure consistency with the General Plan. | High | Short | Planning |
| LUCD2 | Update Zoning. Modify zoning map and zoning standards to maintain consistency with the General Plan. | High | Short | Planning |
| LUCD3 | Update Subdivision Ordinance. Update subdivision ordinance to maintain consistency with the General Plan. | High | Medium | Planning, Public Works |
| LUCD4 | Prepare Design Standards and Guidelines. Prepare design guidelines to illustrate community character and complement development requirements. | Medium | Medium | Planning |
| LUCD5 | Development Review. Work to find efficiencies and make development permitting as simple and as transparent as possible. <ul style="list-style-type: none"> Establish online permitting processes, where possible Integrate GIS functionality with permitting and planning | Medium | Medium | Planning |
| LUCD6 | Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning. | Medium | Medium | Planning, Public Works |
| LUCD7 | Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions. | Medium | Medium | Planning, Building and Safety |
| LUCD8 | Downtown Area Plan. Implement policies for the Downtown Area to revitalize and create an active, vibrant Downtown. | High | Short | Planning |
| LUCD9 | Regulatory Barriers. Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development. | High | Short | Planning, Public Works, Building and Safety, Fire |

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

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





Chapter 4: **MOBILITY**

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

STATUTORY REQUIREMENTS

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

COMPLETE STREETS ACT

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

GLOBAL WARMING SOLUTIONS ACT

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

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

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

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

SUSTAINABLE COMMUNITIES + CLIMATE PROTECTION ACT

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

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

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

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



Transit oriented development and bikability support sustainable communities.

SB 743 – CEQA CHANGES

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

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

RELEVANT PLANS + STUDIES

BIKEWAY AND PEDESTRIAN MASTER PLAN

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

GOLF CART TRANSPORTATION PLAN

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

SETTING THE SCENE

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

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

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

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

MANAGE TRAFFIC

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

TRANSPORTATION DEMAND MANAGEMENT

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

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

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

MANAGE LEVEL OF SERVICE

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

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

INCREASE CONNECTIVITY

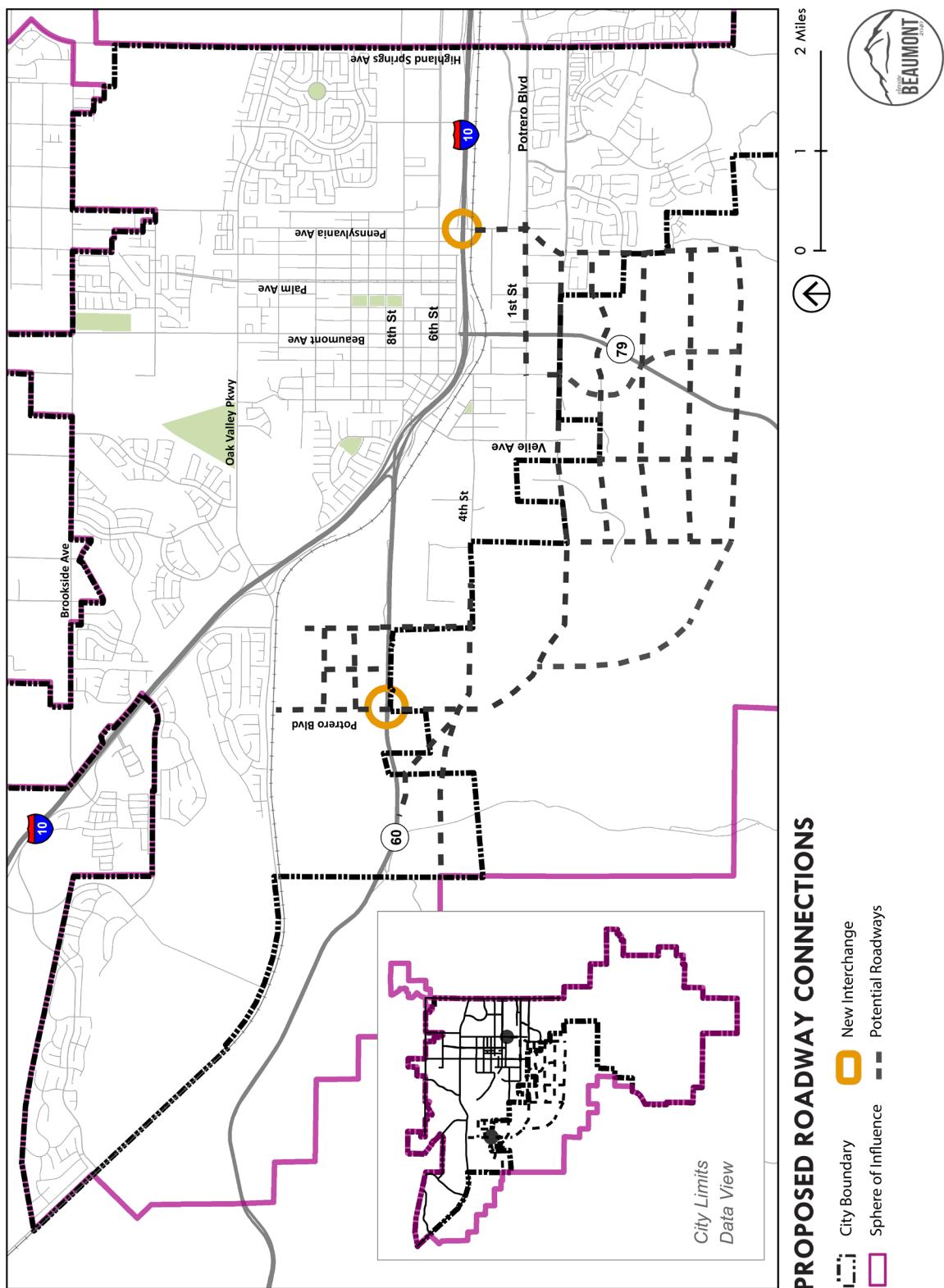
Beaumont's existing network has varying levels of connectivity. Downtown Beaumont is highly connected with short blocks in a traditional grid pattern. This promotes access between different uses and establishes multiple routes. Other areas, and especially the newer areas of the City, lack connectivity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

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



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

Figure 4.1 Proposed Roadway Connections



IMPLEMENT COMPLETE STREETS

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

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

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

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

ROADWAY TYPOLOGIES

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

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

FREeways + EXPRESSways

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

ARTERIAL ROADWAYS + MAJOR HIGHWAYS

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

SECONDARY STREETS

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

COLLECTOR STREETS

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

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

LOCAL STREETS

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



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

DOWNTOWN STREETS

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

Figure 4.2 Roadway Classification

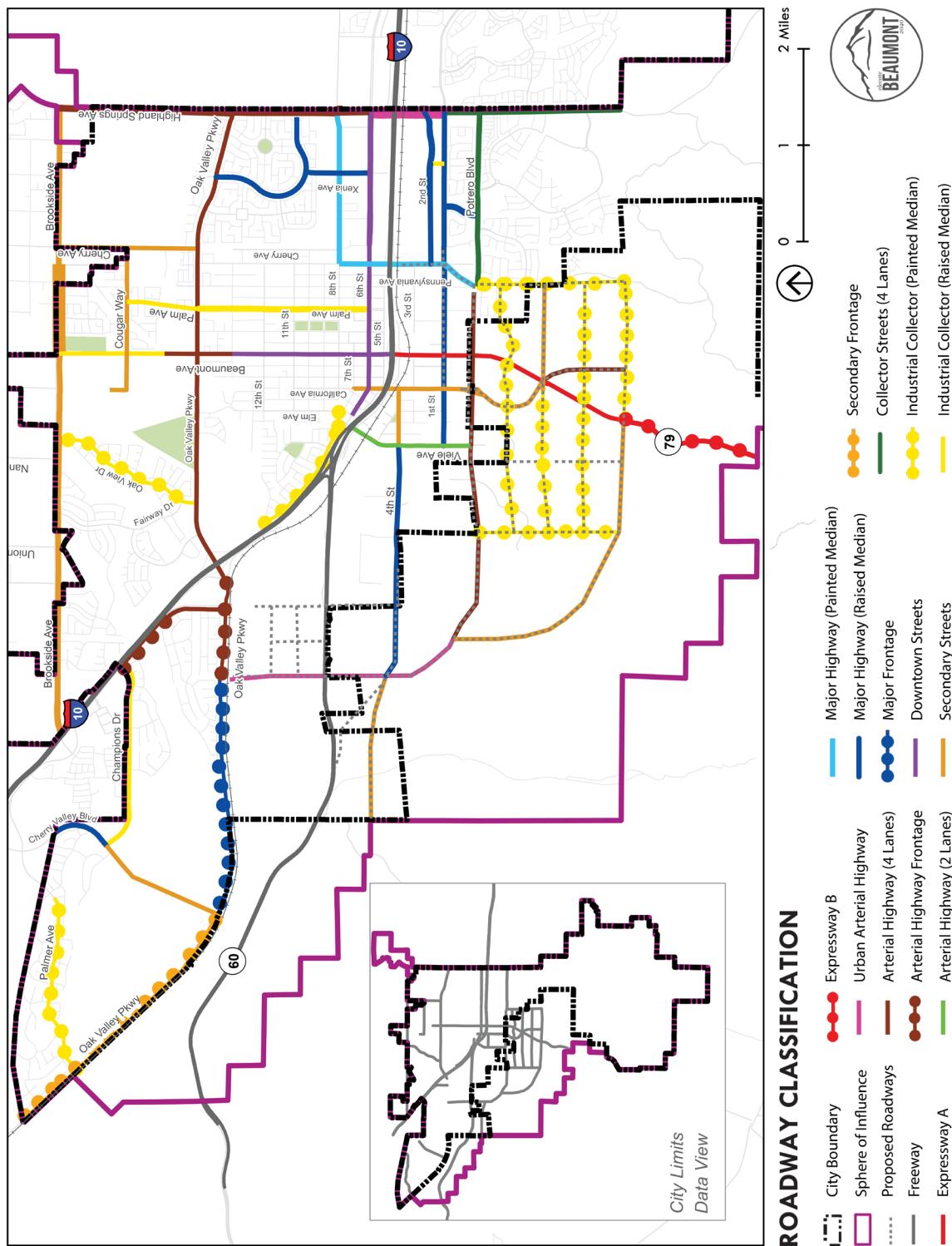
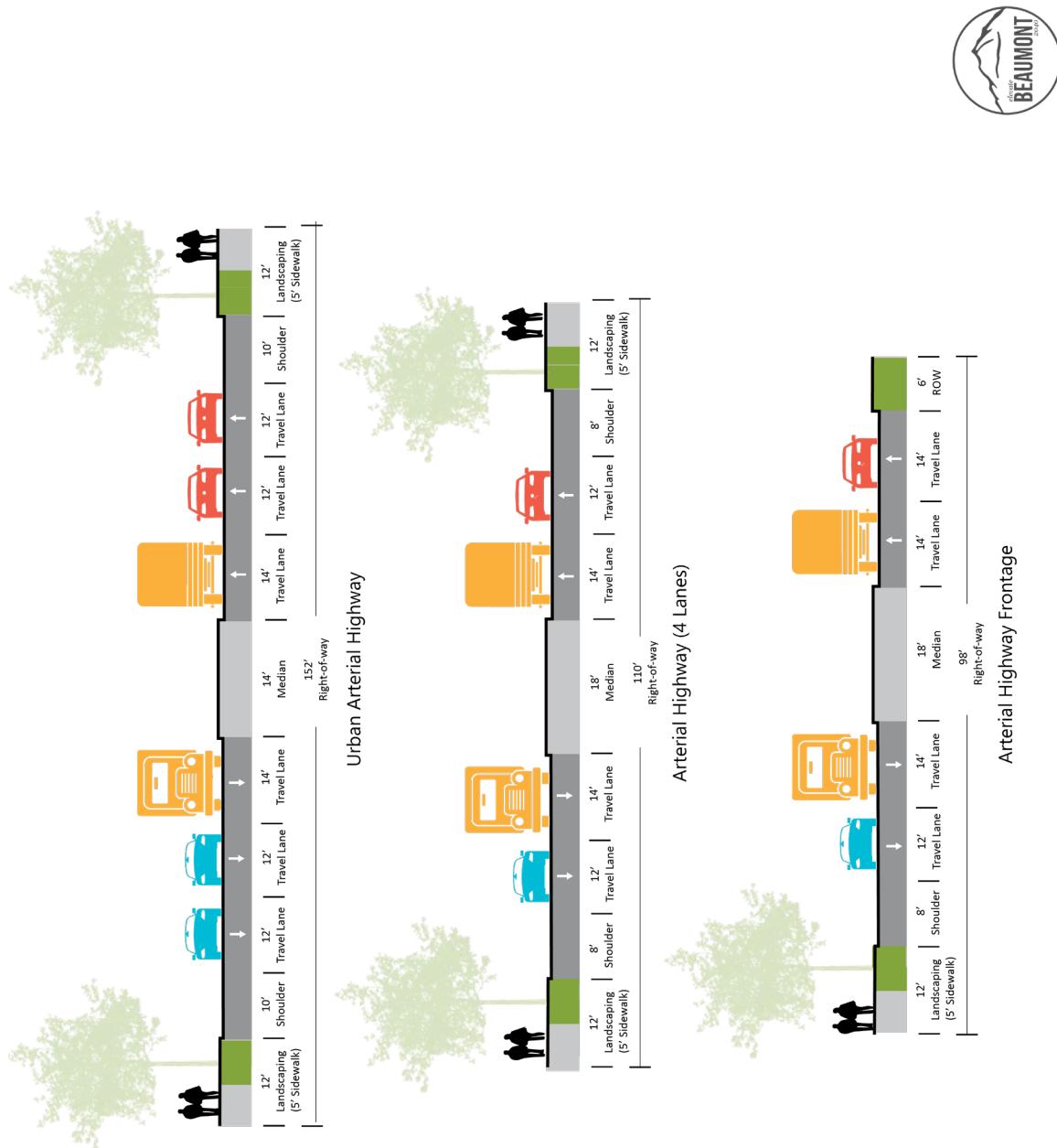


Figure 4.3 Roadway Cross-Sections - Arterial Highways



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

Figure 4.3 Roadway Cross-Sections - Expressways

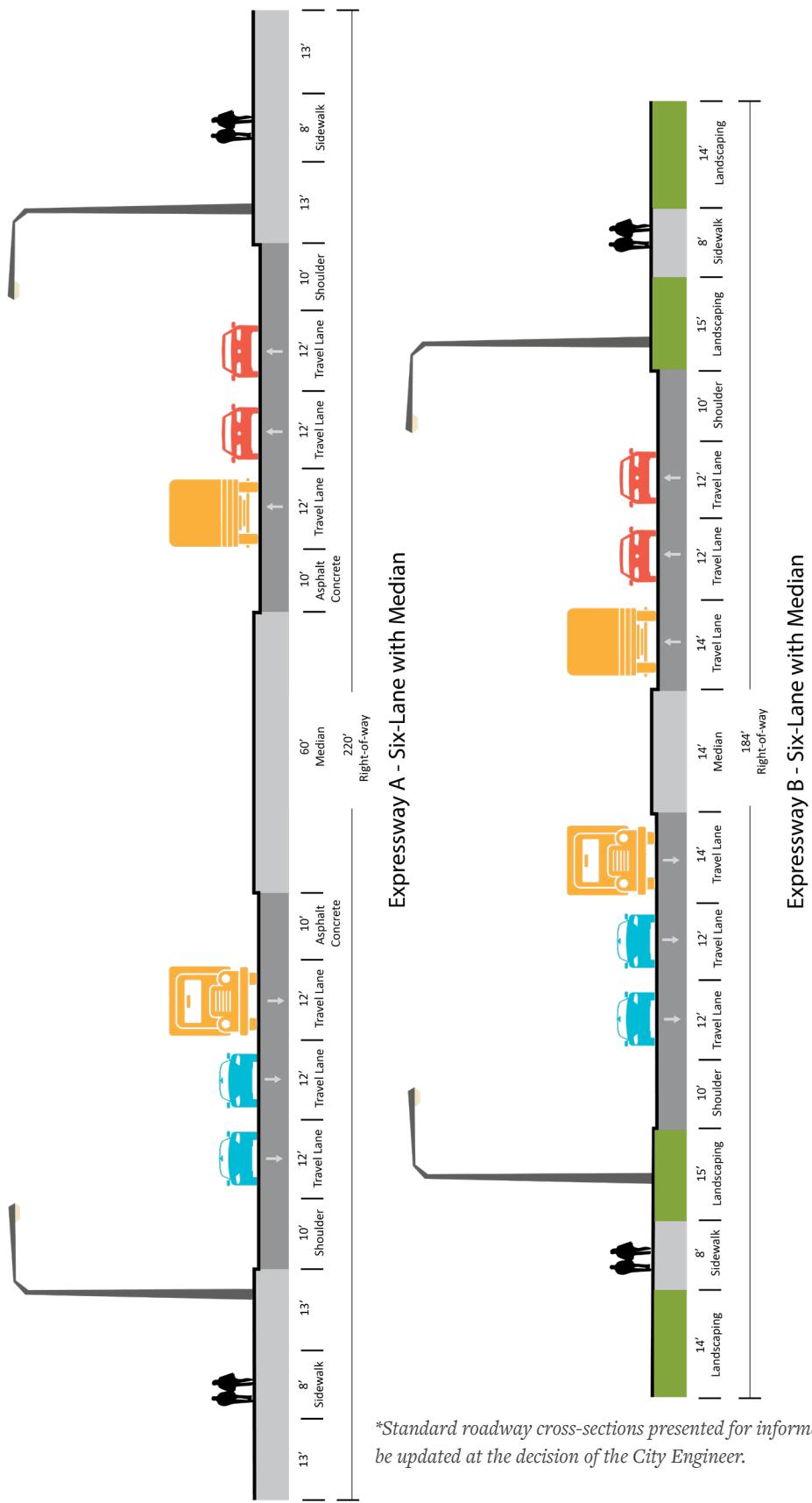
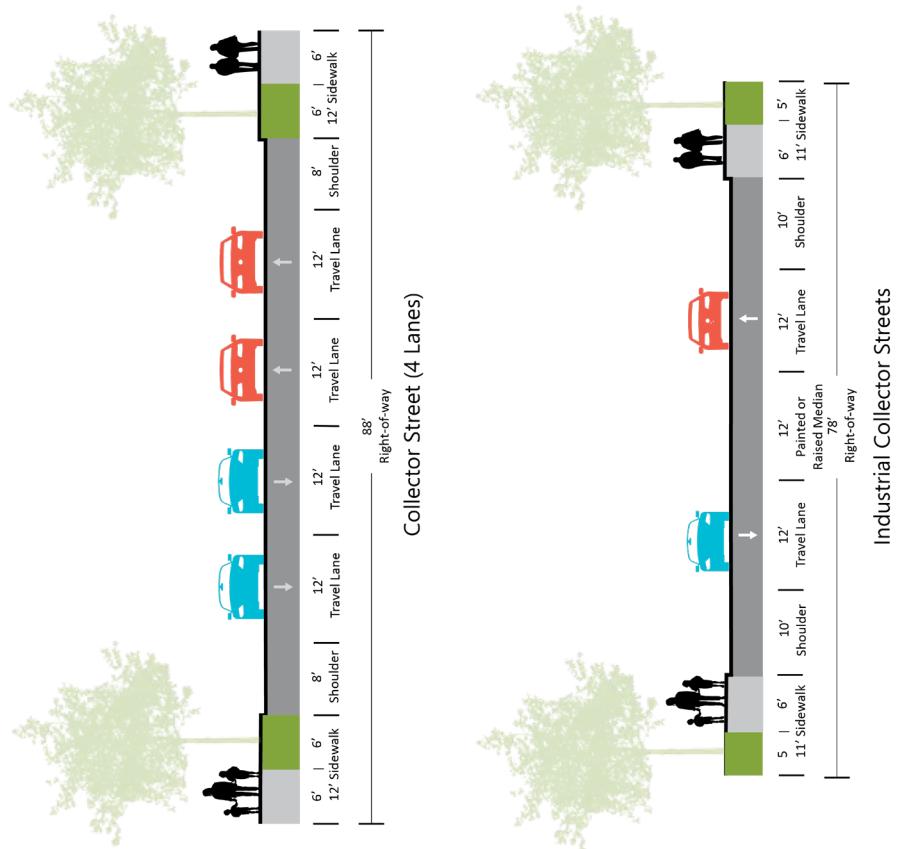
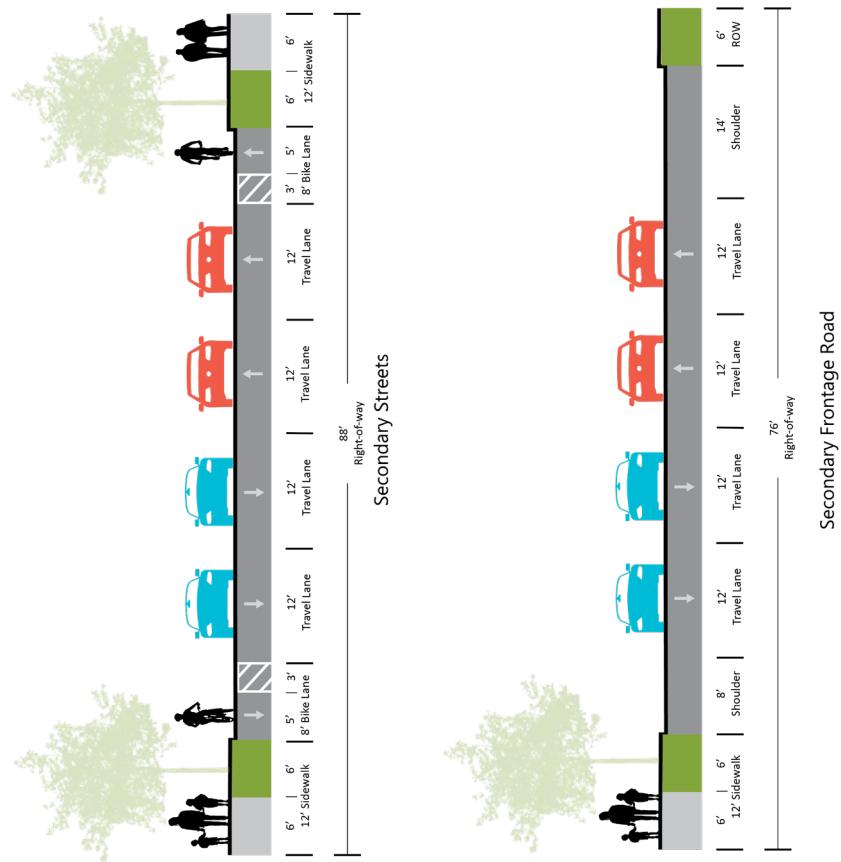


Figure 4.3 Roadway Cross-Sections - Collector Streets



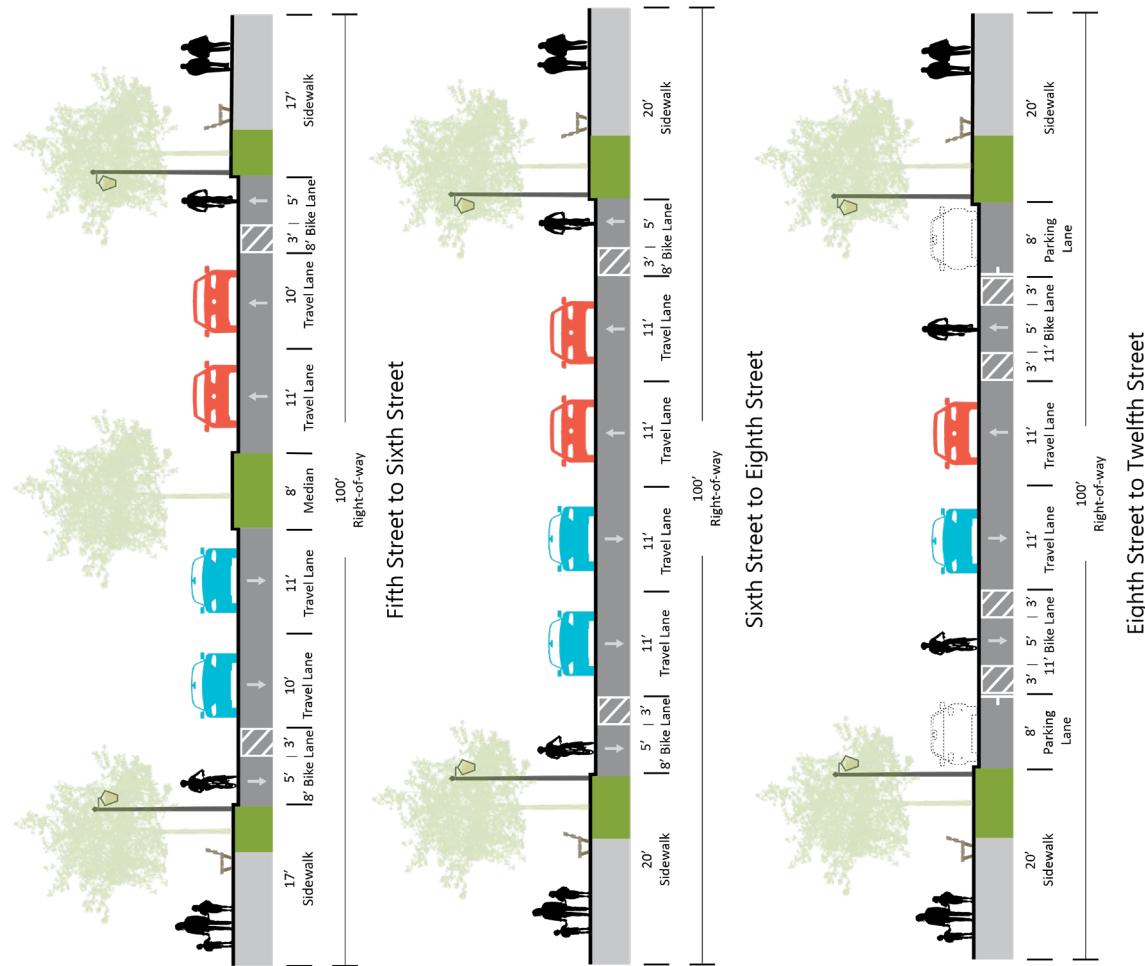
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.

Figure 4.3 Roadway Cross-Sections - Secondary Streets



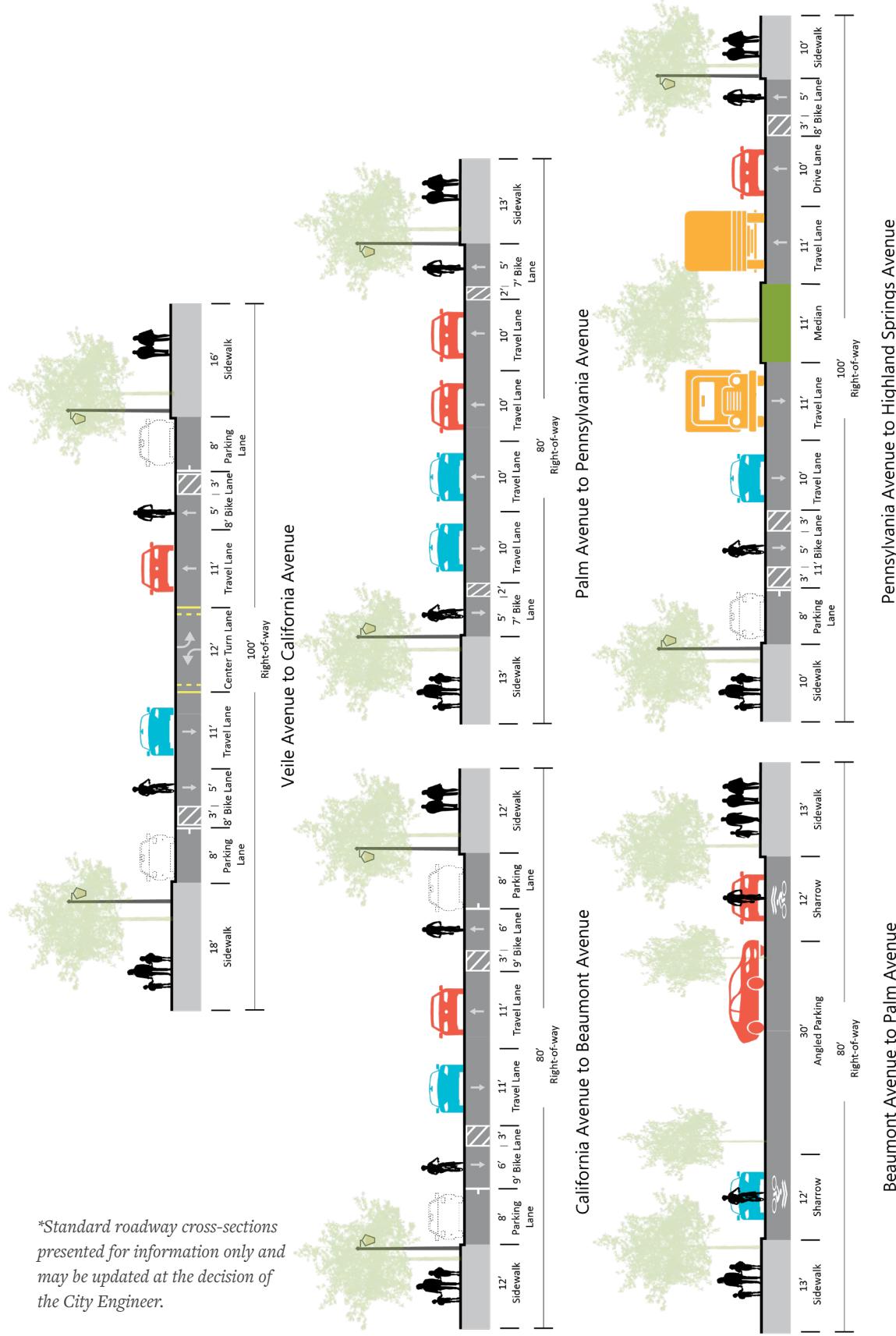
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.

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



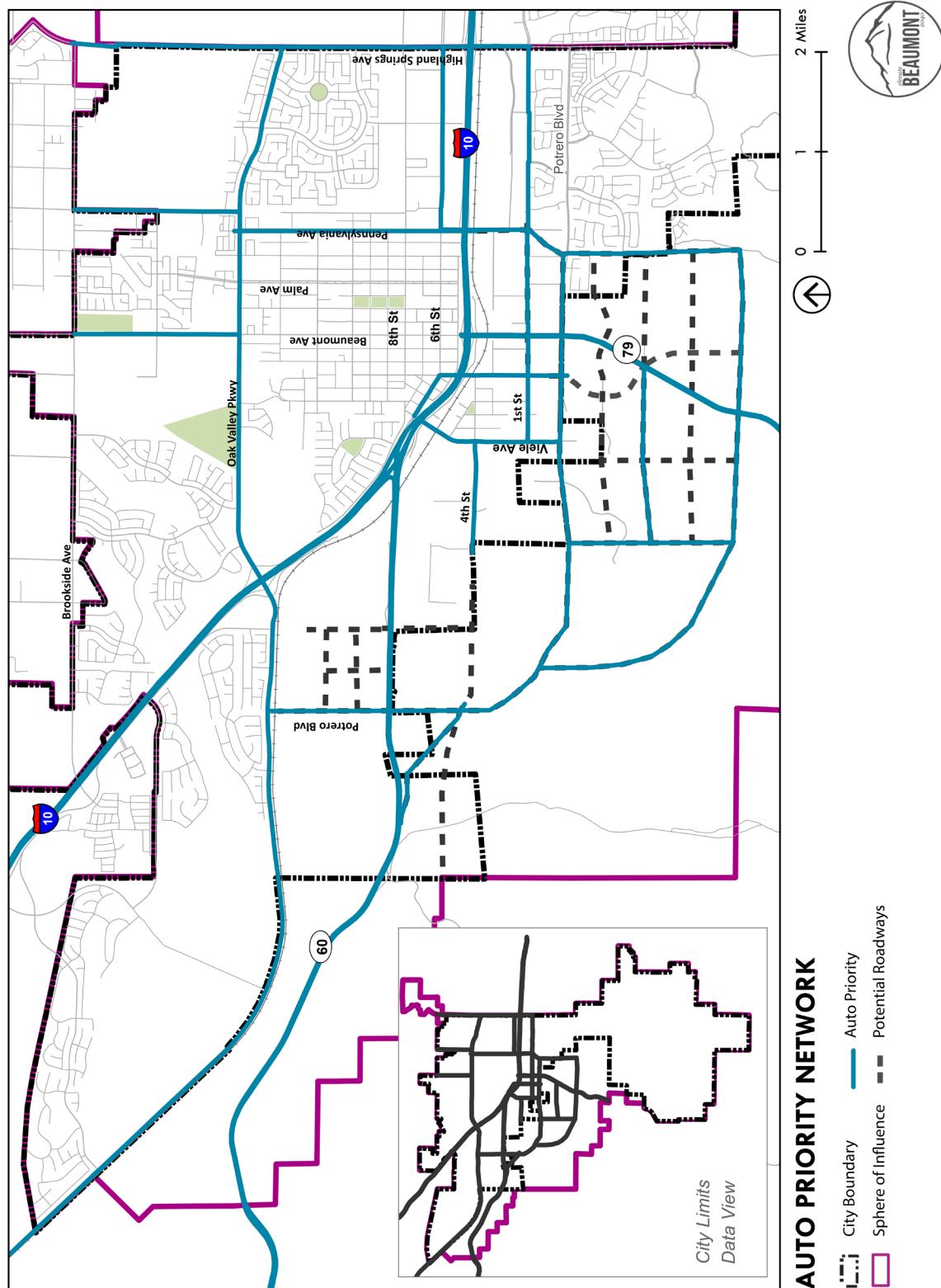
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.

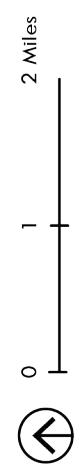
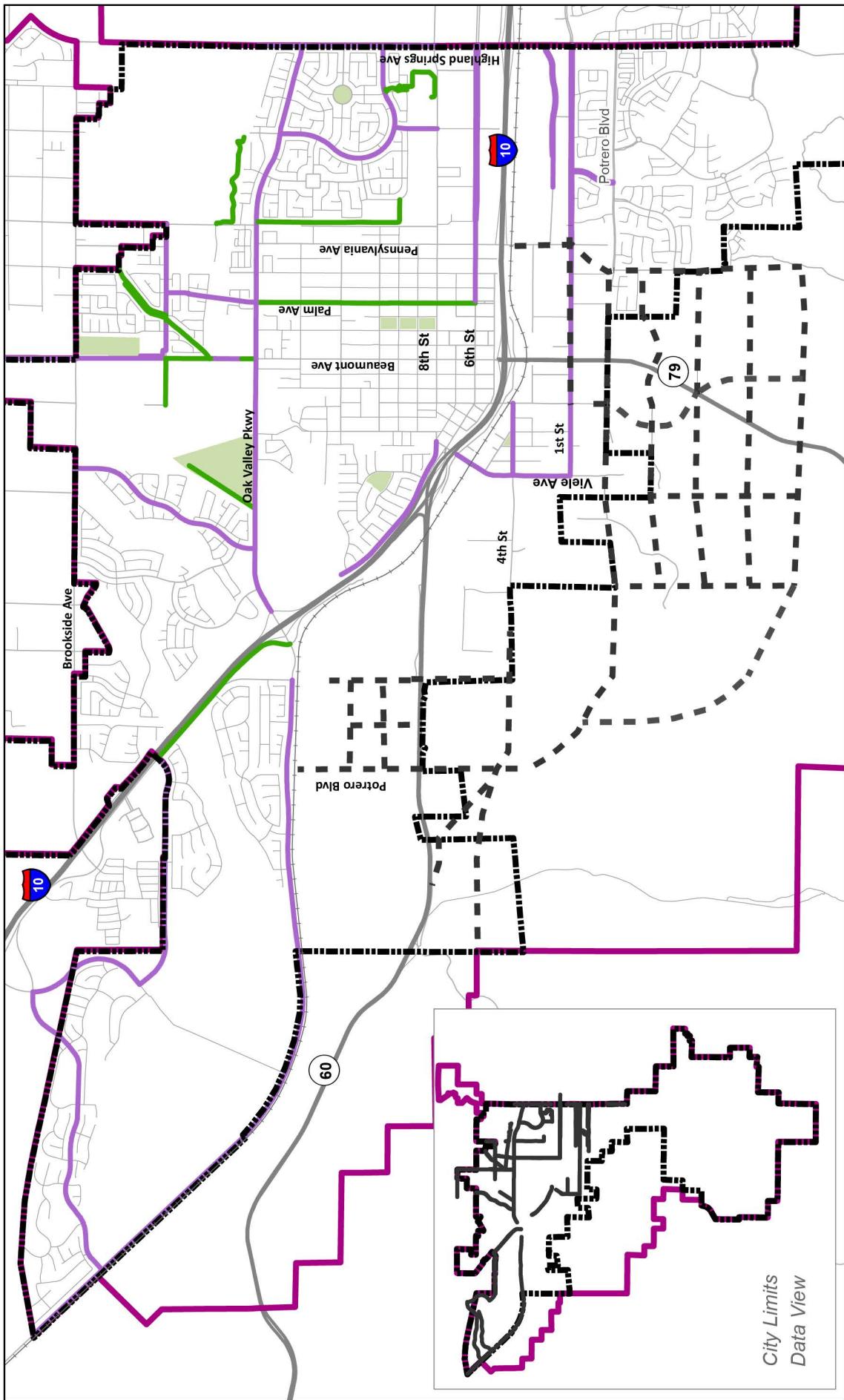
Figure 4.3 Roadway Cross-Sections - Downtown Streets: Sixth Street



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

Figure 4.4 Auto Priority Network



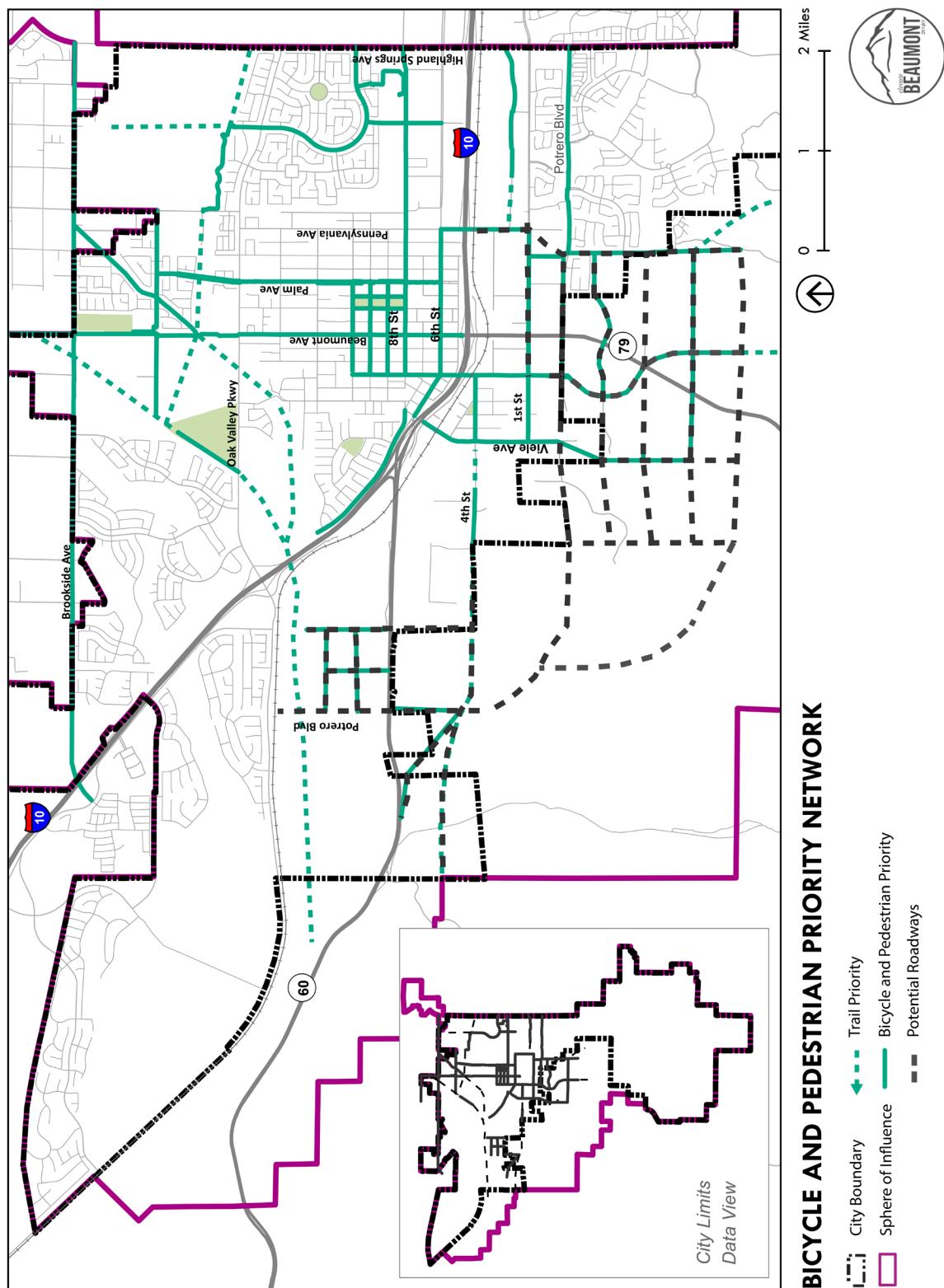


EXISTING BICYCLE NETWORK

Legend:

- City Boundary
- Sphere of Influence
- Proposed Roadways
- Class 1 Bike Path
- Class 2 Bike Lane

Figure 4.6 Bicycle and Pedestrian Priority Network



SUPPORT ACTIVE TRANSPORTATION

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

PEDESTRIAN NETWORK

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

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

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

BICYCLE NETWORK

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

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

BICYCLE FACILITY CLASSIFICATION SYSTEM

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

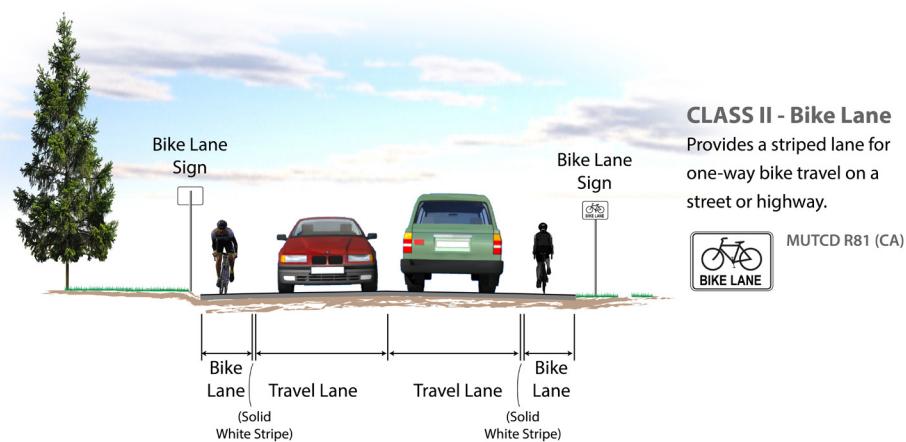
CLASS I BIKEWAYS (BIKE PATHS)

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



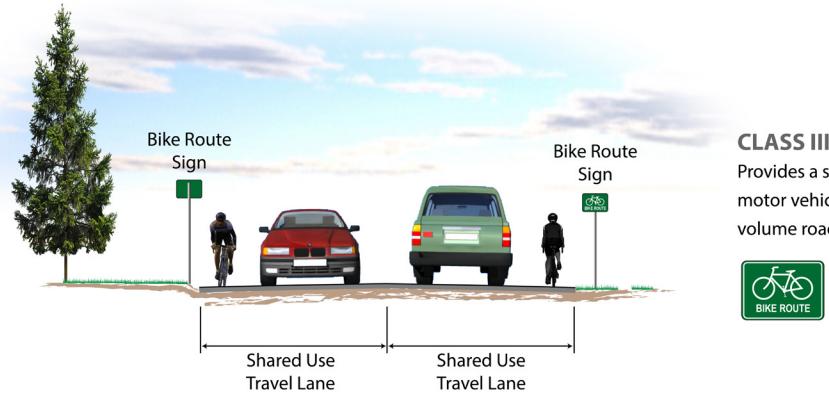
CLASS II BIKEWAYS (BIKE LANES)

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



CLASS III BIKEWAYS (BIKE ROUTES)

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



CLASS III - Bike Route

Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



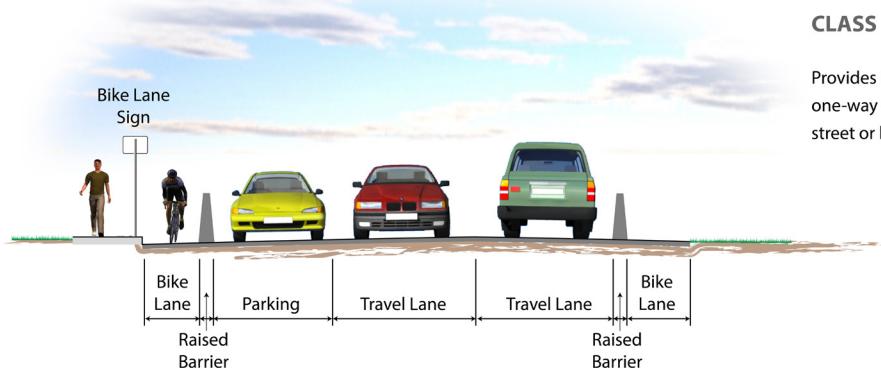
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CLASS IV BIKEWAYS (CYCLE TRACKS)

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

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

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



CLASS IV - Separated Bikeway (Cycle Track)

Provides a protected lane for one-way bike travel on a street or highway.

GOLF CART NETWORK

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

GOLF CART LANES

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

GOLF CART ROUTE AREAS

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

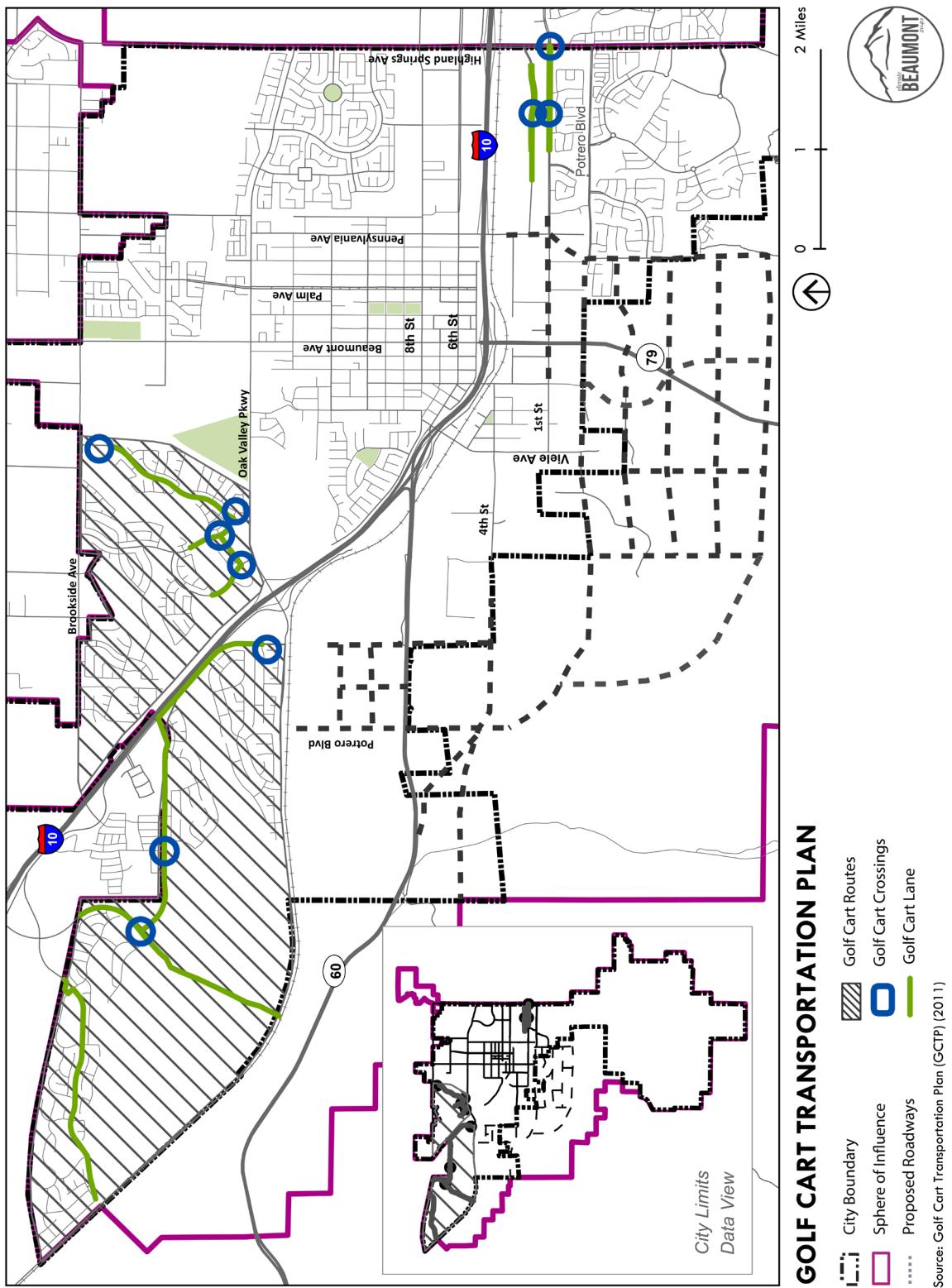
GOLF COURSE CART CROSSING ZONES

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



Golf carts offer an alternative mode of local transportation.

Figure 4.7 Golf Cart Transportation Plan



PROMOTE TRANSIT

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

BUS SERVICE

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

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

FUTURE RAIL SERVICE

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

ENSURE EFFICIENT GOODS MOVEMENT

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

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

Figure 4.8 Transit Priority Network

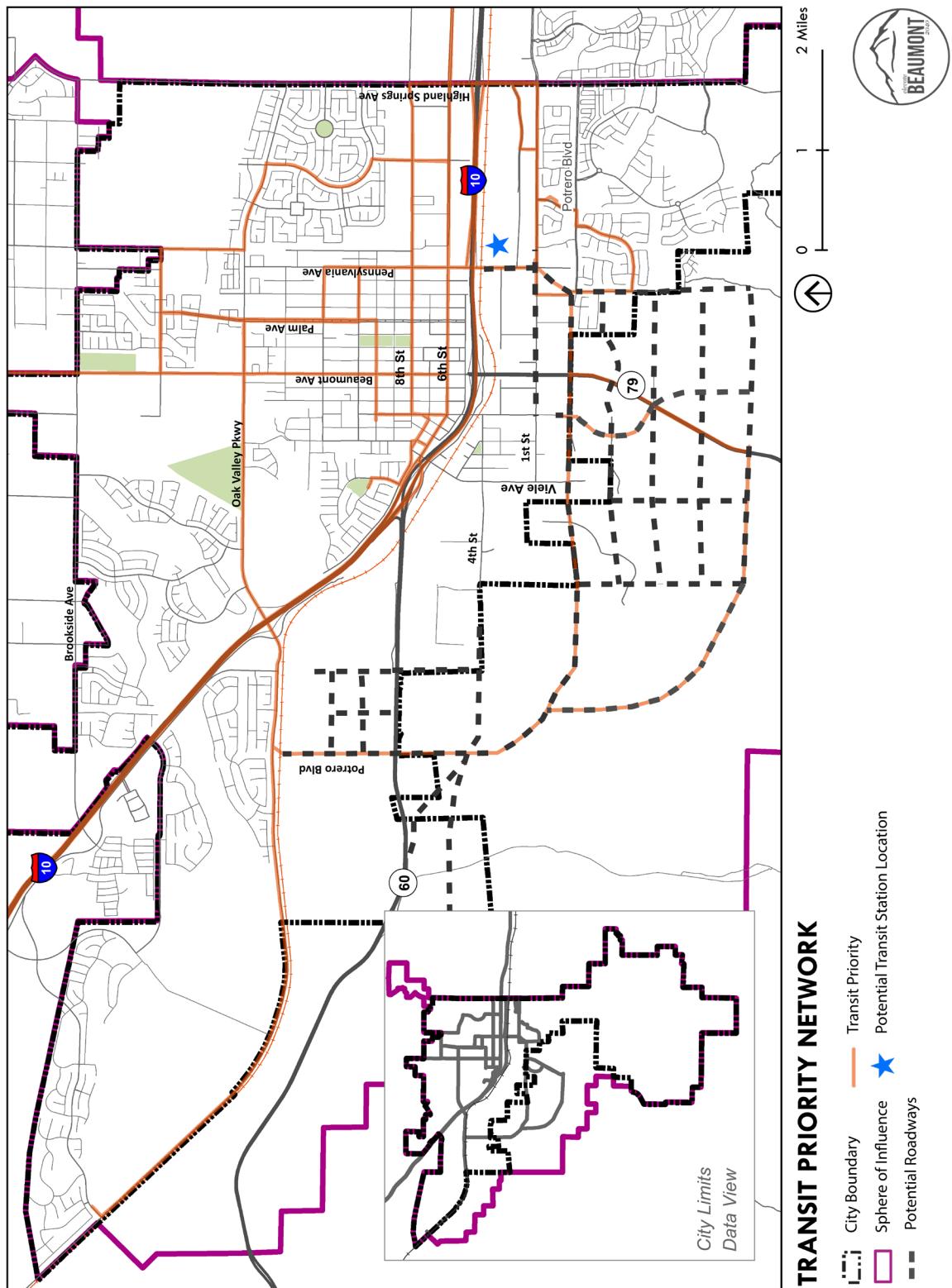
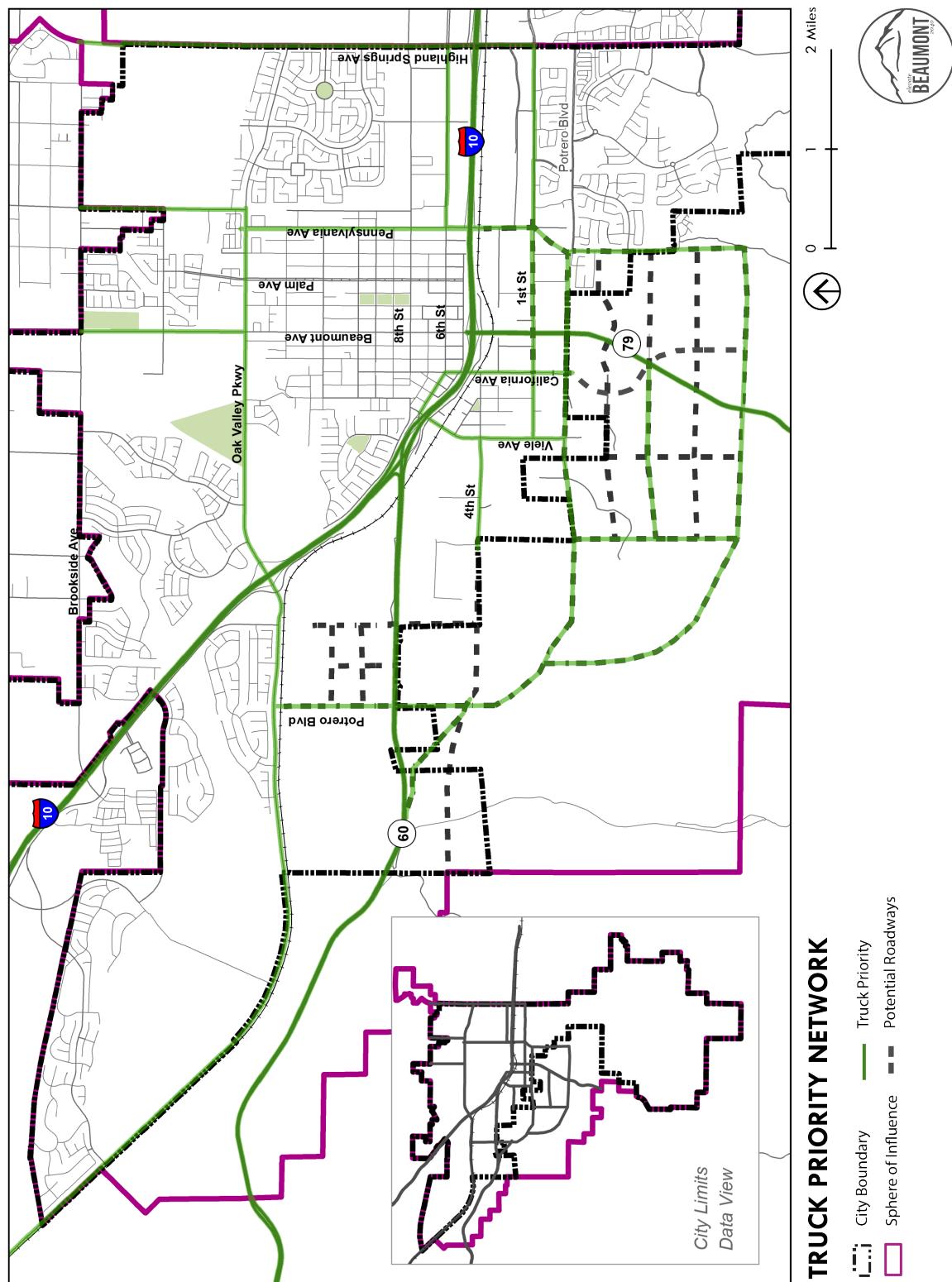


Figure 4.9 Truck Priority Network



MANAGE PARKING

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

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

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

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

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

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



Beaumont commercial shopping centers featuring expansive surface parking.

INTEGRATE TRANSPORTATION NETWORK COMPANIES + AUTONOMOUS VEHICLES

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

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

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

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

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

GOALS + POLICIES

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

MANAGE TRAFFIC

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

Policies:

- 4.1.1** Reduce vehicular congestion on auto-priority streets to the greatest extent possible.
- 4.1.2** Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.
- 4.1.3** Identify key streets and intersections that will be exempt from the LOS threshold due to inadequate right-of-way, environmental constraints, or funding limitations.
- 4.1.4** Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.
- 4.1.5** Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.
- 4.1.6** Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.

COMPLETE STREETS

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

Policies:

- 4.2.1** Work with regional agencies to implement complete streets that are designed to accommodate users of all ages and abilities. This will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities.
- 4.2.2** Maintain standards that align with SB 743 and multi-modal level of service (MMLOS) methodologies. Incorporate these into impact assessments when appropriate.
- 4.2.3** Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.
- 4.2.4** Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

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

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

Policies:

- 4.3.1** Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.
- 4.3.2** Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.
- 4.3.3** Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.
- 4.3.4** Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care services, and shopping centers.
- 4.3.5** Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

ACTIVE TRANSPORTATION

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

Policies:

- 4.4.1** Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.
- 4.4.2** Develop an active transportation core in the Downtown Area and improve active transportation facilities near schools and in residential areas.
- 4.4.3** Improve safety for all active transportation users.
- 4.4.4** Develop a comprehensive trails network to connect neighborhoods and key attraction areas.
- 4.4.5** Promote policies and programs that encourage the use of transit and increased transit service.

TRANSIT

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

Policies:

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

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

- 4.5.2** Periodically evaluate the transit system to ensure its efficient operation.
- 4.5.3** Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

GOODS MOVEMENT

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

Policies:

- 4.6.1** Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.
- 4.6.2** Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

PARKING

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

Policies:

- 4.7.1** Actively manage public parking facilities to ensure that all potential users are benefitting from this civic resource. Continue to evaluate supply and demand and implement appropriate strategies to maximize use and the cost effectiveness of public parking facilities.
- 4.7.2** Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.
- 4.7.3** Actively identify and implement parking solutions that are sensitive to the environmental and aesthetic goals of the City and the Beaumont Downtown Area Plan.
- 4.7.4** Review and update the City's parking regulations to ensure that the code is kept current with the parking conditions throughout the City.

FUTURE TECHNOLOGICAL ADVANCES

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

Policies:

- 4.8.1** Monitor changing travel behaviors, such as the increased utilization of TNCs and AVs.
- 4.8.2** Coordinate with local and regional agencies to develop policies for connected and autonomous vehicle technology that protect vulnerable road user.

IMPLEMENTATION

Table 4.1 Implementation Strategies

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

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

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

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--------------------------------------|--|----------|------------|------------------------|
| M27 | Code Update. Update Municipal Code to: <ul style="list-style-type: none"> Design standards for designated truck routes, including proper turning radii at intersections. On-street parking designated for loading and unloading during off-peak hours only. | Medium | Short | Public Works, Planning |
| M28 | Collision Data. Annually review collision data for type, location, severity, and cause. Develop countermeasures for sites with recurrent truck-involved collisions. | High | Short | Public Works |
| PARKING | | | | |
| M29 | Zoning Code Update. Update the City's parking Standards to: <ul style="list-style-type: none"> Provide a reduction in parking standards if comprehensive TDM programs are provided. Increase the number of electric vehicle charging stations in parking areas. Be consistent with the Downtown Area Plan. | Medium | Medium | Public Works, Planning |
| FUTURE TECHNOLOGICAL ADVANCES | | | | |
| M30 | Curbside Management. Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users. | Medium | Medium | Public Works |





Chapter 5: **ECONOMIC DEVELOPMENT + FISCAL**

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

STATUTORY REQUIREMENTS

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

RELEVANT PLANS AND DOCUMENTS

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

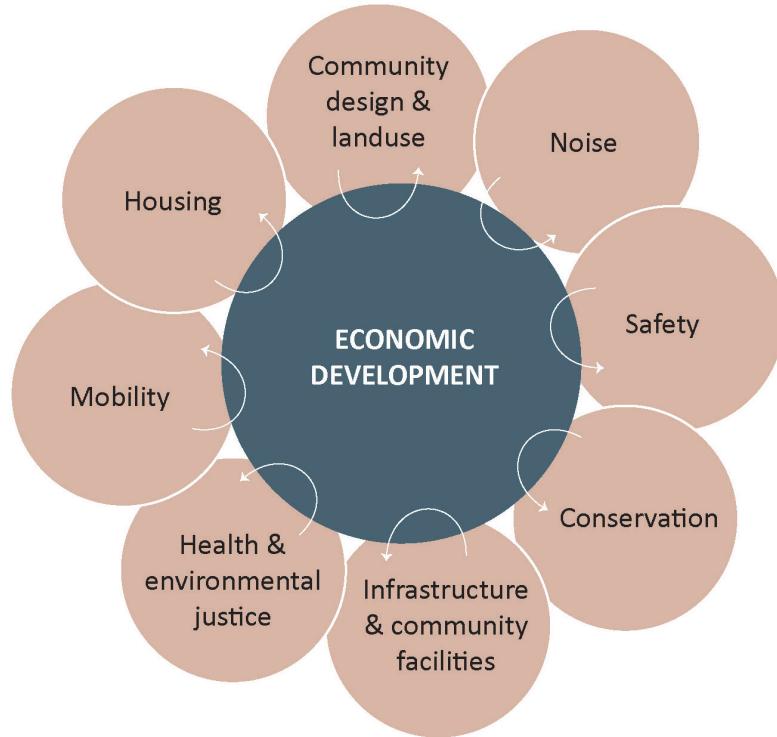
SETTING THE SCENE

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

- Improve fiscal efficiency for public services;
- Attract and retain workforce talent and businesses;
- Provide affordable workforce housing closer to jobs;
- Improve public health with multimodal street design that encourages cycling and walking as safe, comfortable, and viable modes of transportation; and
- Reduce greenhouse gas emissions¹.

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

Figure 5.1 Economic Development and Planning



BEAUMONT ECONOMIC PROFILE

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

The City of Beaumont has seen tremendous demographic changes in the last several decades including a population that has more than quadrupled over the last 25 years, reaching over 48,000 in 2018 (Figure 5.2). Younger people and families comprise a larger proportion of the community compared to the State of California, with median age 1.2 years below that of the State and an average household size of 3.21 people, larger than the State average of 2.97.³ Beaumont has a larger proportion of youth nine years old and younger (18% of the population) than Riverside County (15%) and the State (14%). The population of retirees (individuals 55 to 69 years of age) has increased most rapidly since 2000 and comprises approximately 15% of the population, slightly higher than State levels. Beaumont residents are attaining higher levels of education with 64% of those 25 years old and older having some college education or higher, an increase from 56% in 2010. Median household income has more than doubled over 15 years, from \$29,721 in 2000 to \$64,830 in 2015.

² 2018 Insurance Outlook, Deloitte Center for Financial Services.

³ California Department of Finance, Table 2, E-5 (2018).

Figure 5.2 Population Trends 1990-2040

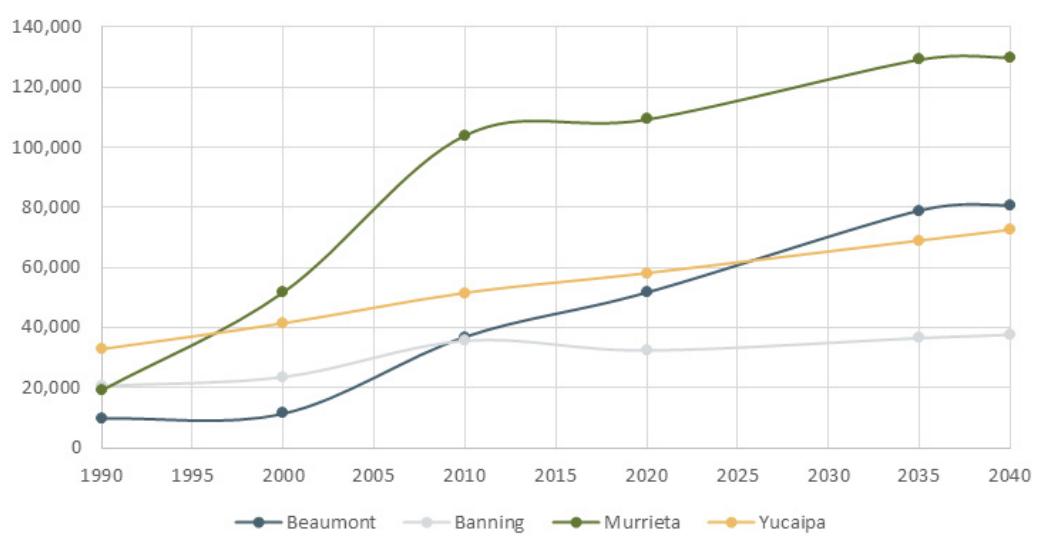
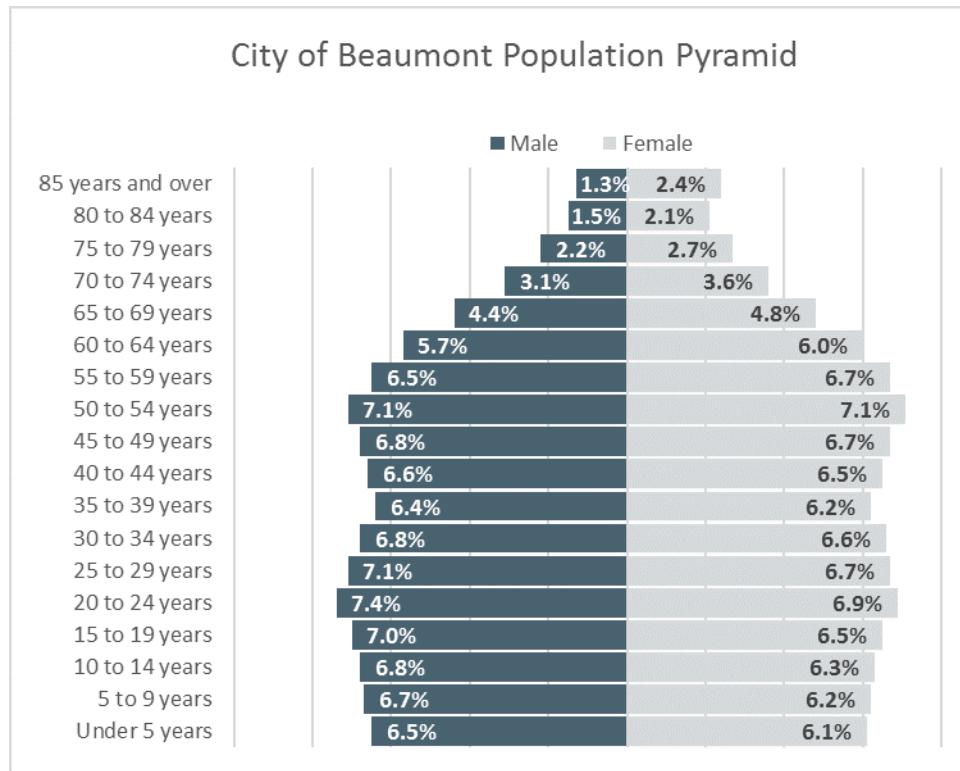


Figure 5.3 Age Distribution in Beaumont

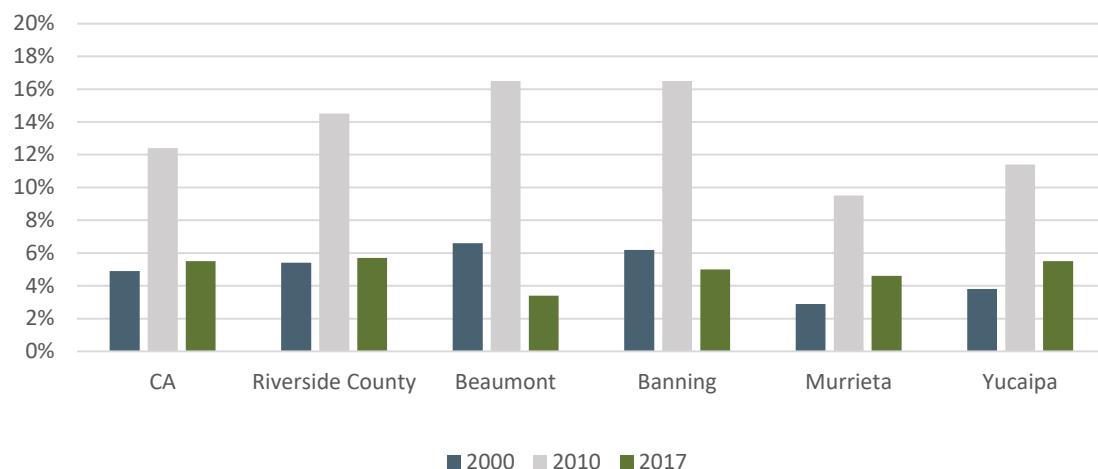


Sources: Census 2000, ACS 2011-2015

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

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

Figure 5.4 Unemployment Trends (2010-2017)



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

The relationship between the number of jobs and the amount of housing directly impacts quality of life indicators, such as travel times, congestion, air pollution and family stability, and economic indicators such as workplace efficiency and employee retention⁴. The ratio of jobs to housing in Beaumont is among the lowest in the region at 0.42 in 2015, with over 70% of those who live in Beaumont working elsewhere in the region. A perfectly balanced jobs to housing ratio is 1.0, where the number of jobs in an area exactly matches the number of households, housing units, or employed residents in that area.

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

KEY ISSUES + OPPORTUNITIES

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

WORKFORCE

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

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

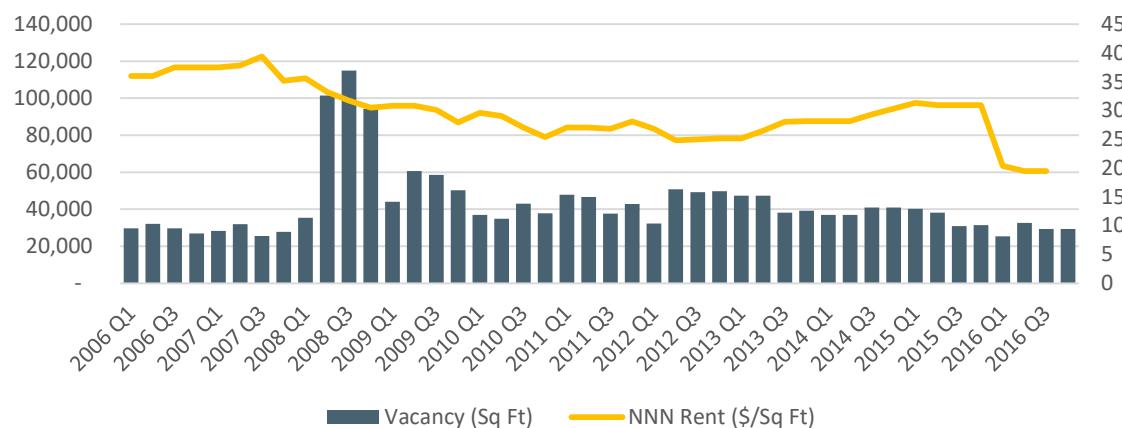
Additionally, as technology, telecommuting, co-tenanting, and use of shared work spaces continues to drive down the amount of office space required per employee, Beaumont's appeal for modern office environments that offer financially efficient shared work spaces and employee convenience, may rise.

BEAUMONT REAL ESTATE

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

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

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

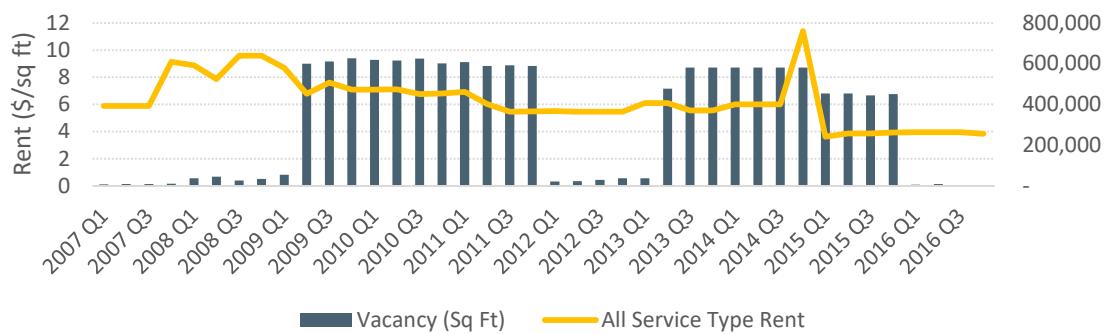


Source: CoStar

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

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

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



Source: CoStar

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



Beaumont's Amazon warehouse during construction.

MARKET DEMAND

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

“ *Consumers want experiences, convenience, and value. Stores that fulfill those functions well will stay open. Those that don't will close. The bottom line is that retail isn't dead. But the old way of selling and operating stores is dying. **”***

JLL RESEARCH, UNITED STATES RETAIL OUTLOOK, Q1 2017

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

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

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

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

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

TOURISM ECONOMY

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

CITY OF BEAUMONT FISCAL POSITION

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

ECONOMIC + FISCAL RESILIENCY

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

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

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

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

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

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

- **ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFDS).** EIFDs, established by California Senate Bill 628 in 2015, are mechanisms that finance the construction or rehabilitation of a wide range of public infrastructure and some private facilities through the collection of tax increment revenues, similar to the now abolished Community Redevelopment Agencies. EIFD financing can be combined with other funding sources and used for transportation projects, open space, and mixed-income housing developments. An EIFD can also be used to reimburse permitting costs of affordable housing developments. Parcels in an EIFD do not need to be contiguous and could include underutilized property, such as parking lots, in areas where reinvestment is anticipated or desired.
- **CROWDFUNDING.** Crowdfunding is the use of collecting monetary contributions from a large number of people or sources via an online platform (e.g., KickStarter), is a relatively new phenomenon that could be used as a tool to fund the implementation of short-term, less costly physical improvements, or as gap funding for more costly items to be completed. Similarly, the City should consider the potential of tactical urbanism, or community-led projects that enable residents and stakeholders to directly participate and fund relatively inexpensive projects, as an alternative means of meeting project goals.
- **REVENUE EXPANSION.** The City may consider expanding its revenue base through new uses, which could include transient occupancy tax from residential short-term rental activity (e.g., Airbnb rentals). Revenue expansion endeavors can be highly controversial, and the City should evaluate new possibilities with the community prior to drafting potential regulations or proposals.

GOALS + POLICIES

ECONOMIC DEVELOPMENT + BUSINESS GROWTH

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

Policies:

- 5.1.1** Support economic growth that provides quality employment opportunities to balance Beaumont's jobs with its housing supply.
- 5.1.2** Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services.
- 5.1.3** Encourage the development of business clusters with a diverse mix of uses to ensure economic vitality and to minimize the impact of industry-specific downturns on the local economy.
- 5.1.4** Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.
- 5.1.5** Maintain a regulatory environment that is business friendly, easy to navigate, flexible and encourages growth consistent with the General Plan.
- 5.1.6** Support marketing and business recruitment programs that emphasize Beaumont's unique economic opportunities, including transportation access, demographics, and environment.
- 5.1.7** Support a variety of revitalization and improvement programs focused on placemaking and beautification, such as façade improvements, public gathering places, public art, and community events. (Also see Land Use and Community Design Element)
- 5.1.8** Align City investment, including capital projects, with areas of desired economic growth and business attraction in the existing commercial and industrial areas, Employment District and Urban Villages.
- 5.1.9** Establish a list of available or "shovel-ready" sites in consultation with property owners and provide the list to interested developers and businesses seeking sites in the city.
- 5.1.10** Continually monitor local and regional emerging growth industry trends to enable quick response to economic changes, including and modifying retention and recruitment efforts.

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

Policies:

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

- 5.2.2** Institute job training, education, and workforce development programs to prepare Beaumont residents for high-quality jobs.
- 5.2.3** Create incentives and programs to attract young professionals from the region's institutions of higher learning, and from outside the region, as members of the local workforce or business owners.
- 5.2.4** Create incentives and programs to attract local or outside entrepreneurs that bring innovative new businesses and startups to Beaumont.
- 5.2.5** Work with local universities and colleges to support job training and workforce development programs.
- 5.2.6** Participate in and support regional workforce partnerships and retraining programs.

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

Policies:

- 5.3.1** Partner with the Beaumont Library District to promote educational programs that teach children, teens, and adults with low literacy to improve reading skills, improve English conversational skills, and provide homework support.
- 5.3.2** Support creation of adult education and training programs, including English language classes, vocational training, and financial literacy programs that empower residents to save, budget, build credit, and explore investment opportunities.
- 5.3.3** Promote free or low-cost child and family enrichment programs and afterschool supplemental education programs.
- 5.3.4** Support a high-quality, universal system of early childhood education, especially in low income communities.
- 5.3.5** Support participation in youth training and employment programs as a strategy to improve educational attainment and generate professional aspirations.

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

Policies:

- 5.4.1** Explore programs that promote and support local, small and minority-owned businesses, thus contributing to the City's economic and employment base.
- 5.4.2** Support small businesses located in the city, including "mom and pop" shops that are unique to Beaumont by offering small business education, and incentives (grants or low-interest loans) for façade improvement programs.
- 5.4.3** Encourage investment and focus revitalization efforts in Downtown and along Beaumont Avenue and Second Street corridors to have the most positive impact on existing businesses and to capitalize on the potential of a walkable mixed-use commercial center in the community.
- 5.4.4** Establish a business outreach program that builds relationships with small businesses and local retailers to regularly communicate about topics such as the availability of small business owner training programs.

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

Goal 5.5: A community with vibrant shopping areas.

Policies:

- 5.5.1** Promote Beaumont as a desirable retail location that can satisfy the growing community's needs, as well as needs of the region, and can withstand competition from online retailers.
- 5.5.2** Attract retail establishments to Downtown, Urban Village districts and commercial areas that will capture resident spending, which would otherwise be spent outside of Beaumont.
- 5.5.3** Cluster and leverage different retail environments to establish vibrant shopping areas that provide a range of goods and services and create synergy of experience and convenience for customers. Examples include regional commercial uses in the Second Street corridor, small-scale pedestrian friendly retail and restaurant uses in Downtown, and specialty and lifestyle retail in the Urban Village districts.
- 5.5.4** Attract retail businesses and services that are consistent in character with the unique retail environments in Beaumont; for example, those that utilize smaller shops and/or smaller storefronts along the Downtown segments of Sixth Street.
- 5.5.5** Attract unique restaurants and food and beverage businesses in the Downtown area to distinguish Downtown from the freeway-oriented, quick-service restaurants along the Interstate 10.
- 5.5.6** Support retailers in responding to changing retail conditions, particularly e-commerce growth.
- 5.5.7** Create development regulations that facilitate adaptive reuse of older buildings.

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

Policies:

- 5.6.1** Support and participate in regional economic development efforts, such as the Riverside County Economic Development Agency's programs and events.
- 5.6.2** Build partnerships with business groups, organizations, property owners, and others to develop programs that benefit the broader Beaumont business community.
- 5.6.3** Work with the Chamber of Commerce to develop a "Shop Local" Program.
- 5.6.4** Develop public-private partnerships with high-growth industry partners to support educational and workforce training opportunities, particularly to assist low-income and disadvantaged populations in competing for career opportunities in growth industries.
- 5.6.5** Partner with local and regional agencies and educational institutions (e.g., UC Riverside, CSU San Bernardino, Loma Linda University, Brandman University, Mt. San Jacinto College, Moreno Valley College, College of the Desert, Beaumont Adult

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

VISITATION + TOURISM

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

Policies:

- 5.7.1** Promote and market Beaumont as a destination by offering recreational opportunities, cultural and historic landmarks and regional shopping and dining attractions.
- 5.7.2** Work with local organizations to develop a variety of special activities and events that attracts visitors to Beaumont, as well as engages residents.
- 5.7.3** Encourage the development of quality lodging, restaurants, and meeting facilities to meet the needs of businesses, residents and their guests and to bring visitors to the community.
- 5.7.4** Support the development of businesses that provide visitor-oriented services.
- 5.7.5** Support the attraction and clustering of complementary outdoor recreation related businesses that offer visitor serving amenities such as bicycle rentals and camping/hiking supply retail establishments.
- 5.7.6** Support the growth of the eco-tourism industry in Jack Rabbit and Potrero Reserve by preserving as open space and recreation areas
- 5.7.7** Allow a variety of lodging opportunities including, campgrounds, luxury yurts, and residential short-term rentals in addition to hotels and motels.
- 5.7.8** Promote the City as a location for filming in Riverside County in cooperation with the Riverside County Film Commission.

FISCAL SUSTAINABILITY

Goal 5.8: A financially stable community.

Policies:

- 5.8.1** Support development that is fiscally sustainable and provides the City with a diverse tax base to sustain municipal services.
- 5.8.2** Promote development and growth that contributes to a balanced budget and the efficient distribution of public services.
- 5.8.3** Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADS) or community facilities districts (CFDs).
- 5.8.4** Require fiscal impact analysis for development proposals requiring a General Plan amendment or annexation to assess citywide impacts and to identify any burden such project might create for the City.
- 5.8.5** Maintain fees and charges appropriate for offsetting the cost of providing services. Balance the costs of providing services with the needs of the community.

Goal 5.9: A community with sustainable and improved infrastructure.

Polices:

- 5.9.1** Promote reliable and innovative methods for financing infrastructure without unduly transferring the cost burden to the residential or business community. Methods include community facilities districts (CFDs), business improvement districts (BIDs), grants, tax credits, development agreements, public-private partnerships, Enhanced Infrastructure Financing Districts (EIFDs), and crowdfunding.
- 5.9.2** Continually evaluate potential opportunities to diversify revenue to attain sustainable funding levels for City services and maintaining City infrastructure.
- 5.9.3** Support local businesses and economic development by improving Beaumont's infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.
- 5.9.4** Focus City investment in new and enhanced infrastructure and public realm improvements (e.g., streetscape, lighting, signage, etc.) in the Downtown and areas targeted for future growth, such as mixed-use and employment districts.

Goal 5.10: A fiscally responsible and transparent community.

Polices:

- 5.10.1** Require any non-budgeted, non-emergency expenditure to have an identified corresponding revenue source.
- 5.10.2** Establish a policy for reserves and maintain adequate reserves to insulate the City's budget from economy downturns and unforeseen expenses.
- 5.10.3** Institute and continue to enhance responsible financial management policies, practices and internal controls.
- 5.10.4** Improve and maintain a good credit rating for the City.
- 5.10.5** Aggressively pursue collection of tax monies and ensure accurate and timely collection of tax revenues.
- 5.10.6** Provide decision-makers timely notification of cash insufficiency and actions needed to ensure fiscal sustainability.
- 5.10.7** Correspond regularly with bond rating agencies about the City's financial condition and follow a policy of full disclosure on financial reports and bond prospectus.
- 5.10.8** Continue to utilize the Transparency Portal on the City's website to promote transparent government operations.

IMPLEMENTATION

Table 5.1 Economic Development Implementation Programs

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

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

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------------|---|----------|-------------------|---|
| EDF17 | Local Vendor Preference. Establish a City local vendor preference policy and periodically review new approaches to encourage purchasing from local vendors. | Medium | Short/ Ongoing | City Administration, Economic Development |
| EDF18 | Business Liaison Services. Provide business liaison services to assist businesses with the permitting process, including assistance with other agencies such as utility districts and other regulatory bodies. | Medium | Short | Economic Development, Planning |
| CITY REGULATIONS | | | | |
| EDF19 | Streamline Permit Review. Create a “One Stop Permitting” process to streamline the permit review process that facilitates business attraction, retention, and expansion of projects. | High | Short | Planning, Public Works, Building and Safety |
| EDF20 | Makerspace. Allow vacant and underutilized buildings in the Downtown area to provide shared spaces for artists and artisans, including collaborative workspaces (e.g., makerspaces that have tools for the design, prototyping and creation of manufactured works). | Medium | Medium | Economic Development, Planning |
| EDF21 | Zoning Code. Update the City’s Zoning Code to <ul style="list-style-type: none"> • Reflect modern business uses and needs, including allowing flexible or shared workspaces, • Streamline permitting and procedures, • Attract desired businesses and services, • Ensure tourism-related enterprises are allowed in appropriate locations, • Allow for the pairing of uses that support business spin-offs (e.g., R&D with retail), and • Encourage experiential retail concepts that mix service uses with traditional retail so that retailers remain competitive in an increasingly online marketplace. | High | Short | Planning |

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

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





Chapter 6: **HEALTH + ENVIRONMENTAL JUSTICE**

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

STATUTORY REQUIREMENTS

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

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

SETTING THE SCENE

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

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

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

COMMUNITY ENGAGEMENT

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

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



GENERAL PLAN UPDATE

your voice matters
website

Visit the General Plan website to join our mailing list, learn about the General Plan, and find out more about upcoming meetings and workshops.

community workshops

Share your ideas at a community workshop. Each workshop will include a presentation and dynamic opportunities to participate. Our first workshop will take place in June.

community survey

Participate in a brief survey that will include questions related to quality of life, sustainability, growth management, and economic issues in our city.

community outreach

Introduce yourself. We will join various community events during the year to hear your feedback. Stay tuned for opportunities to participate.



PLAN GENERAL

estamos escuchando

Desde el momento en que se creó el estudio hablando de su Ciudad y de su visión del futuro de Beaumont. Hasta la fecha, hemos tenido:

- 2 Reuniones del Grupo Asesor
- 2 Encuestas comunitarias
- 1 cierre en el festival de la cereza
- 1 Taller Público
- Grupo de enfoque (en curso)
- 1 Reunión de la Comisión de Planeación

¡gracias!

una guía para nuestro futuro

¡Gracias por todos sus aportes! En base a todas sus ideas y comentarios, hemos desarrollado un horizonte de la visión, valores y prioridades que usaremos para la actualización del Plan General. Este borrador fue presentado el 11 de julio de 2017 a la Comisión de Planeación de Beaumont.

visión

Beaumont, donde valoramos nuestra sensación de pueblo pequeño, nuestro patrimonio comunitario y entorno natural. Estamos comprometidos a fomentar un crecimiento económico sostenible y equilibrado que respete nuestra larga historia, al mismo tiempo que satisface las necesidades de infraestructura y proteja nuestro medio ambiente. El orgullo de la comunidad de Beaumont es nuestro carácter rural y montañoso, el que no distingue como una comunidad vibrante y saludable con acceso local al comercio, servicios, empleos y recreación.

nuestros valores

- Desarrollo transparente y honesto
- Crecimiento responsable y medido
- Vivir dentro de nuestros medios financieros y de recursos
- Estrechos lazos con nuestros vecinos
- Nuestra sensación de pueblo pequeño
- La calidad de vida proporcionada por una infraestructura eficiente
- Salud y seguridad
- El hermoso entorno del Área del Paseo

prioridades

- Ampliar y mejorar las oportunidades de empleo
- Mejorar el desempeño fiscal de la Ciudad
- Mejorar la infraestructura y mantener el ritmo del desarrollo
- Ampliar las oportunidades de entretenimiento, compras y recreación
- Crear una red de espacio abierto diversa y extensa
- Garantizar un alto nivel de seguridad
- Mejorar las oportunidades para el turismo
- Proteger las zonas históricas de la ciudad
- Crear un centro vibrante

¿que sigue?

En base a lo que hemos escuchado, vamos a preparar mapas del uso de tierra y el transporte que reflejen las prioridades que ustedes han identificado para el futuro de Beaumont. Están atentos para tomar nuestra próxima encuesta comunitaria y otras oportunidades para participar. Siempre puede encontrar la información más actualizada en el sitio web.

For more information, you can contact:

Rebecca Deming, City of Beaumont Planning Department
956-769-8518 or RDeming@ci.beaumont.ca.us

general plan website
www.elevatebeaumont.com

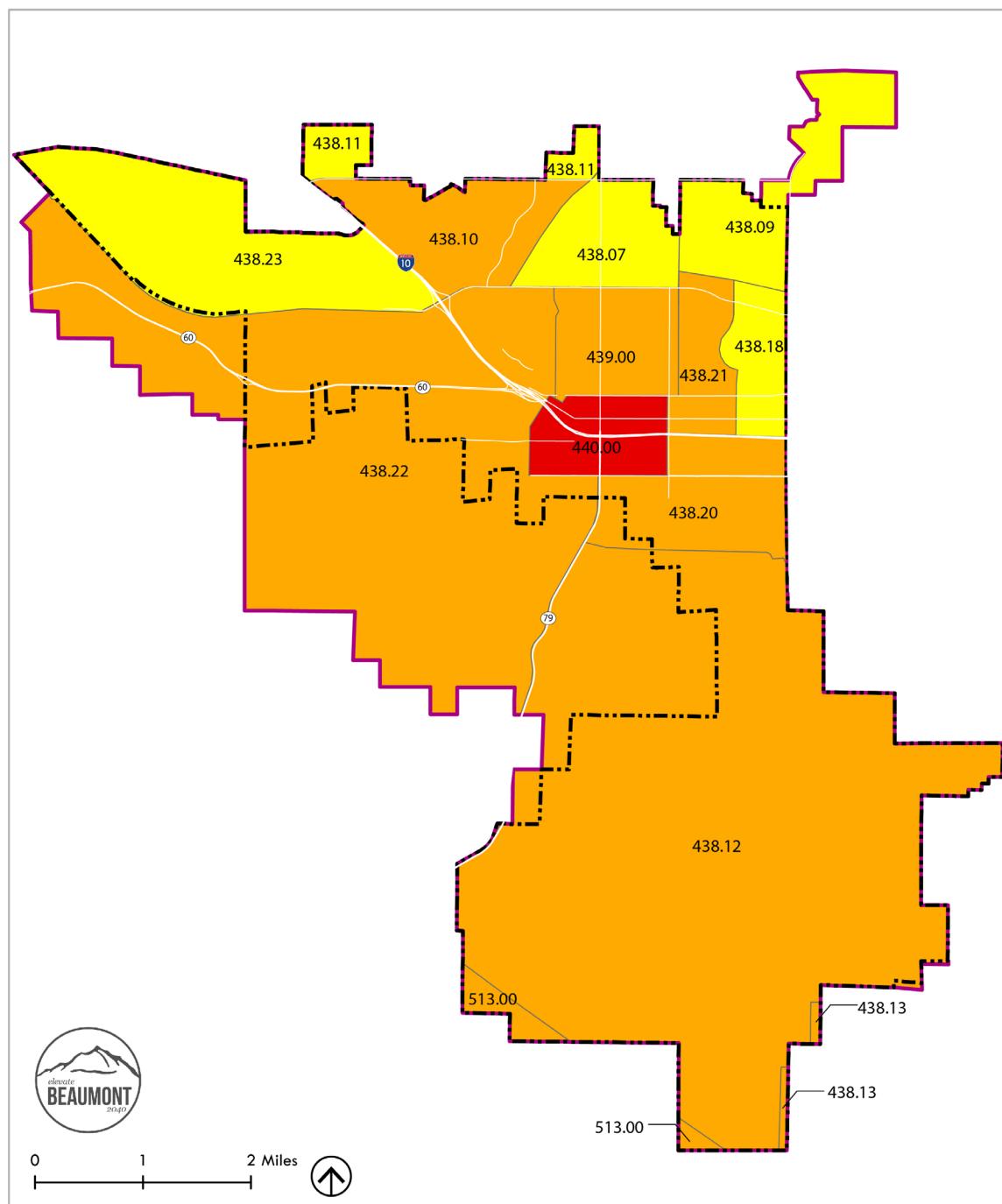
Para más información, comuníquese con:

Rebecca Deming, Directora de Desarrollo Comunitario
Departamento de Planeación Ciudad de Beaumont
956-769-8518 o RDeming@ci.beaumont.ca.us

pagina web del plan general
www.elevatebeaumont.com

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

Figure 6.1 CalEnviroScreen (CES) Findings



CALENVIROSCREEN FINDINGS

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

KEY ISSUES + OPPORTUNITIES

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

DISADVANTAGED COMMUNITIES

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

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

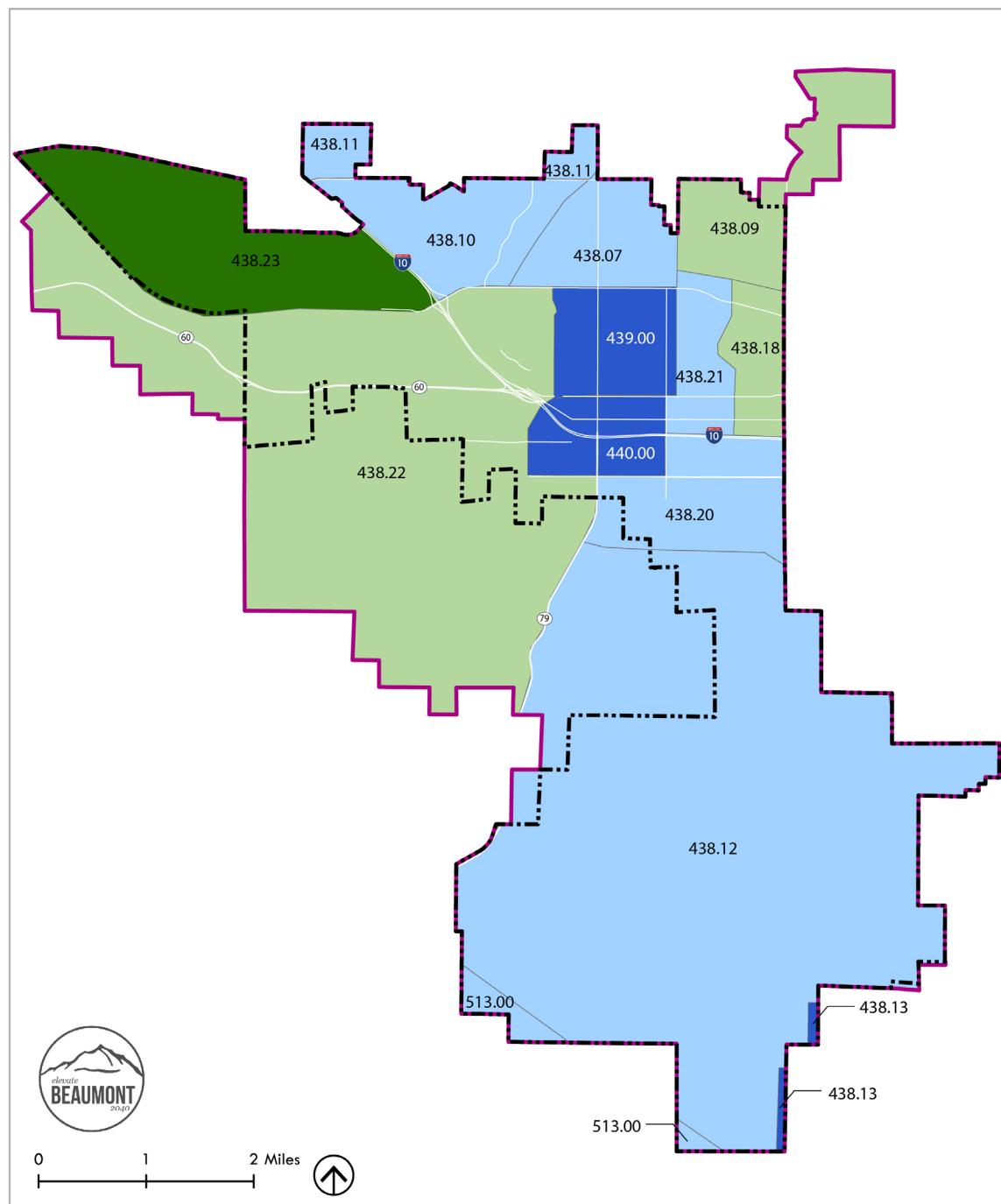
As shown in Figure 6.1, Beaumont has one census tract (census tract 440) that is identified as a “disadvantaged community” with a CalEnviro 3.0 Score of 82 percent.² This census tract covers the Downtown and El Barrio neighborhoods. Residents in this census tract have disproportionately high socioeconomic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

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

²

This tract is in the top 25% of scores statewide, identifying it as a “disadvantaged community.”

Figure 6.2 Healthy Places Index (HPI) Tool



HEALTHY PLACES INDEX SCORE PERCENTILE

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

POPULATION IN POVERTY

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

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

Table 6.1 Beaumont Demographic Profile

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

Data source: American Community Survey 2012-2016

ENVIRONMENTAL CONCERNS

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

GROUNDWATER QUALITY

Based on a 2019 Consumer Confidence Report submitted by the Beaumont Cherry Valley District, tap water provided by this water utility was in compliance with federal health-based drinking water standards. Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that the water poses a health risk.

AIR POLLUTION AND ASTHMA RATES

Beaumont is intersected by two major freeway corridors. Ozone pollution is made worse by traffic traveling through Beaumont en-route to the Coachella Valley. Air quality in Beaumont is regulated by the South Coast Air Quality Management District (SCAQMD), which has jurisdiction over the South Coast Air Basin (SCAB) and the desert portion of Riverside County in the SSAB. The District monitors air quality in the City at one permanent location: Banning/San Gorgonio Pass. The station assesses PM_{2.5}, PM₁₀, ozone, carbon monoxide, and nitrogen dioxide levels.

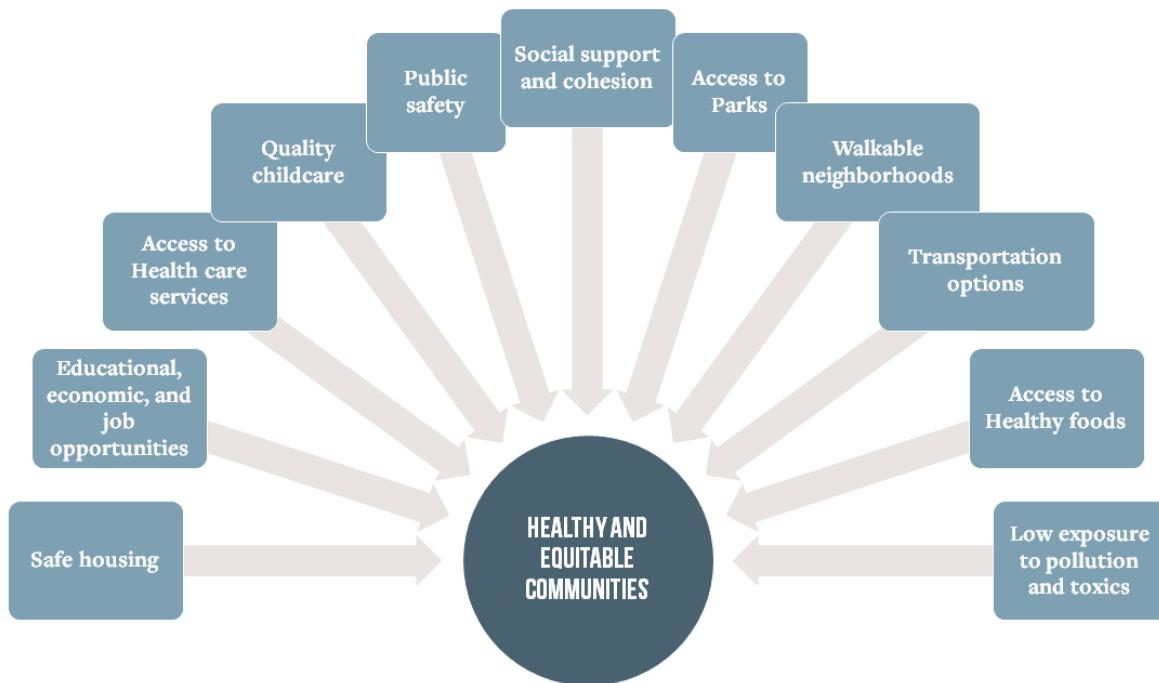
According to the South Coast Air Quality Management Plan (2016), the distribution of ozone concentrations during the May–October smog season, for the 2012–2014 period, peaks higher in the afternoon hours in areas close to Beaumont. The ozone peaks coincide with times kids and other residents are most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

COMMUNITY HEALTH

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

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

Figure 6.3 Healthy Community Components



OVERALL HEALTH STATUS

Life expectancy is an important measure of health status. The average life expectancy in Beaumont is 79.3 years,³ compared to 80.3 years in Riverside County. Leading causes of death can highlight a population's risk factors and suggest policy priorities. While heart disease is the leading cause of death in the County and the State of California, its incidence in Beaumont is about 25 percent higher than at the County or State level. Several factors contribute to heart disease, including diet, exercise, tobacco use, genetic predisposition, and pollution exposure.

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

Smoking is the leading cause of preventable death in the U.S., and contributes to diseases such as cancer, heart disease, stroke, lung diseases, diabetes, and chronic obstructive pulmonary disease (COPD), which includes emphysema and chronic bronchitis. Beaumont residents have an adult tobacco use rate of 13%, which is slightly higher than the County-wide rate of 12.3%. Across the nation, cities are experiencing a dramatic increase in adolescent e-cigarette use. From 2011 to 2016, the percentage of 12th-grade students nationwide who had ever used an e-cigarette increased from 4.7 to 13 percent.⁴

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

³ Riverside County University Health System – Public Health's SHAPE portal.

⁴ U.S. Department of Health and Human Services. 2019. Office of Population Affairs. Retrieved from: https://www.hhs.gov/ash/oah/adolescent-development/substance-use/drugs/tobacco/trends/index.html#_ftn2

Table 6.2 CalEnviroScreen Results by Census Tract

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

(Based on calculated percentiles for individual indicators.)

ACCESS TO HEALTHY FOOD

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

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

FOOD SECURITY

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

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

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

SAFE + AFFORDABLE HOUSING

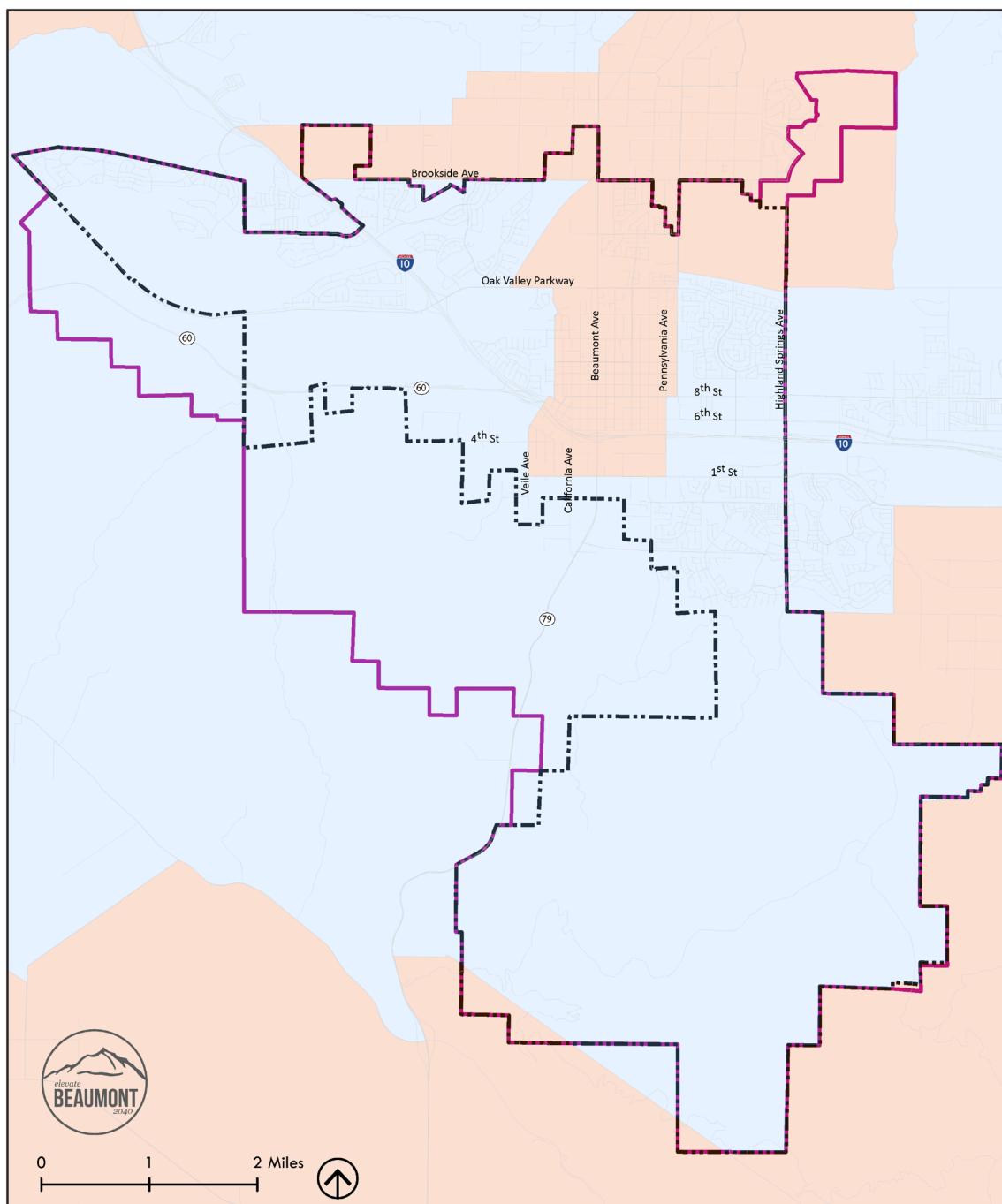
Beaumont has experienced significant growth in the last few decades and approximately 75 percent of the housing stock in the City was built after 1979. U.S. EPA estimates that more than 80 percent of homes built before 1978 contain lead-based paint. Furthermore, in homes built before 1950, the risk of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

As noted in the existing conditions report, there is a high concentration of households in these older residential neighborhoods that are both low income and severely housing burdened. Severe housing burden is identified as individuals who pay more than 50 percent of income on housing costs. The high cost of housing impacts overall cost of living and magnifies income disparities, forcing individuals to spend less on food, medical care, child care, and other necessities, including travel outside of the region for work.⁵

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

⁵ Additional information on workforce, commutes, and unemployment can be found in the Economic Development and Mobility Elements.

Figure 6.4 Access to Free or Reduced-price Lunch



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

- | | |
|---------------------|-----|
| City Boundary | Yes |
| Sphere of Influence | No |

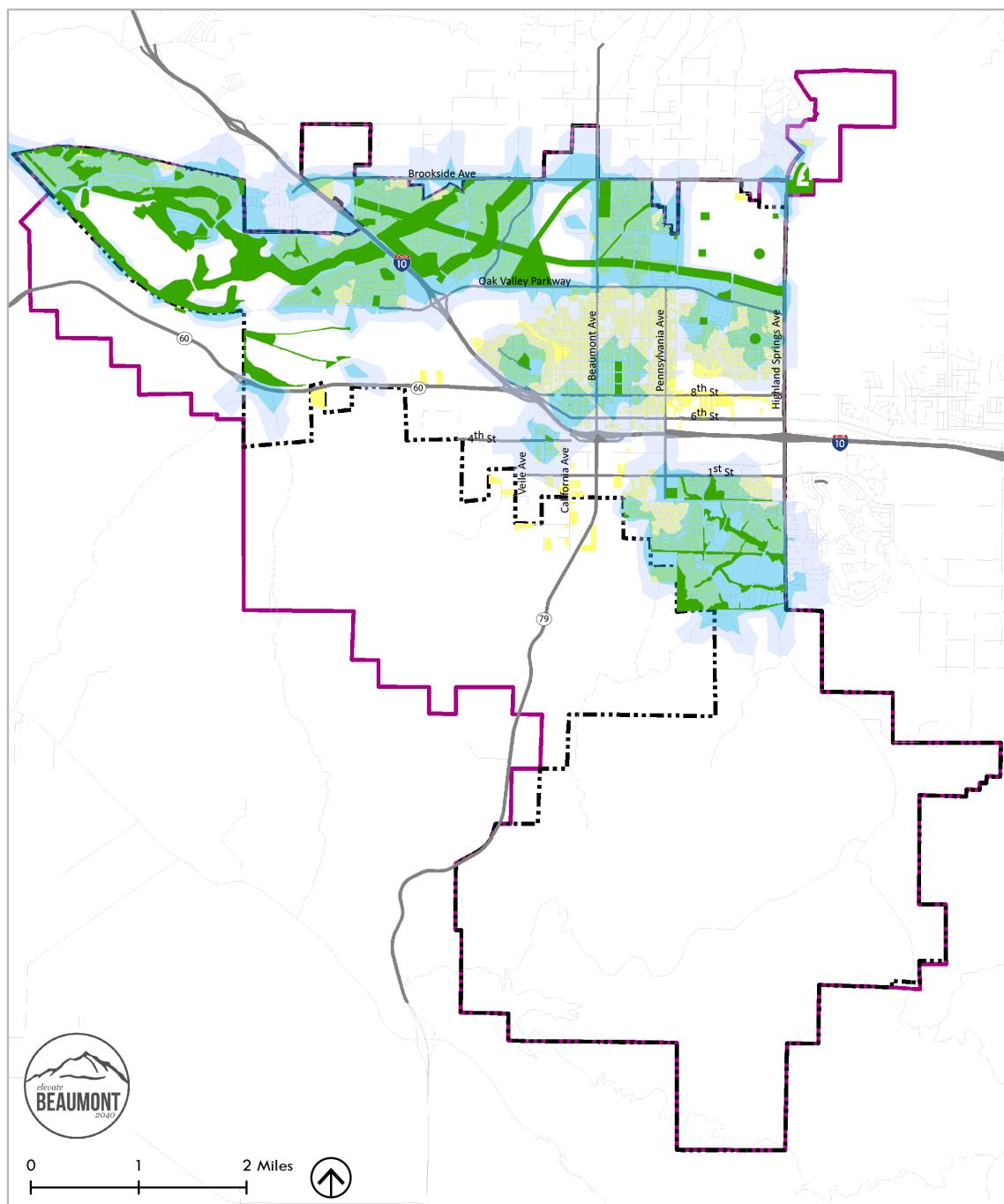
LAND USE + DESIGN

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

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

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

Figure 6.5 Park Access



PARK ACCESS

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

COMMUNITY SAFETY

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

Community safety has been a serious concern for Beaumont residents. While violent crime rates have steadily decreased in the County, the number of violent crimes in Beaumont has generally increased over the last ten years, as shown in Figure 6.6.⁶ Property crimes, on the other hand, have been on a downward trend in the City, as shown in Figure 6.7.

Beaumont residents also expressed their safety concern related to homeless populations and traffic, which are being handled by the Beaumont Police Department. Between 2017-2018, the number of unsheltered persons decreased in the City from 18 to 13⁷. Traffic concerns include pedestrian and bicycle safety. Traffic issues are addressed in the Mobility Element. The Safety Element addresses the community policing strategies used by the Beaumont Police Department.

6 “Cleared offenses” refer to when an arrest and charge are made.

7 Riverside County Homeless Count & Survey Report (2018)



Figure 6.6 Violent Crime Offenses (2017)



Source: Federal Bureau of Investigation Crime Data Explorer

Figure 6.7 Property Crime Offenses (2017)



Source: Federal Bureau of Investigation Crime Data Explorer

GOALS + POLICIES

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

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

HEALTH, EQUITY + ACCESS

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

Policies:

- 6.1.1** Promote and address the health and wellness of the public through the City's actions, policies, programs and publications.
- 6.1.2** Integrate a Health in All Policies approach across City departments to address health and equity in the City, including close collaboration with RUHS-PH initiatives and programs that support the improvement of health.
- 6.1.3** Prioritize resources and investments in disadvantaged communities, in compliance with SB 1000.
- 6.1.4** Develop indicators and metrics, and continually track the health status of residents over time.
- 6.1.5** Encourage local employers to adopt healthy living/healthy employee programs, practices, and events (such as walk-a-thons, walking meetings, and local incentives for promoting healthy lifestyles, including smoking cessation, gym subsidies, etc.).
- 6.1.6** Promote healthy lifestyles and activities at City offices and city-sponsored events.
- 6.1.7** Promote the health and wellbeing of city employees through health challenges, healthy food choices at staff events, and onsite wellness programs.
- 6.1.8** Continue to support community volunteer programs, including police cadets, VIBE Program, and Citizen Volunteers.
- 6.1.9** Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

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

Policies:

- 6.2.1** Encourage partnerships with City and County health providers and private health partners to promote health, wellness, and prevention.
- 6.2.2** Foster health data sharing between the City and County. Work with the County to track health data, and coordinate with the County to ensure the City has necessary health-related data.
- 6.2.3** Actively work with the RUHS-PH to secure support for health initiatives and other healthy community work, such as community implementation grants.
- 6.2.4** Support partnerships with local health service providers to encourage preventative health programs, such as screenings, preventative care, smoking cessation, school-based health centers, health education and senior care.
- 6.2.5** Partner with public and private partners such as the Beaumont Unified School District to promote the flexible use of community spaces (e.g., community centers, libraries, schools) to provide important health services, particularly related to obesity, diabetes and mental health.
- 6.2.6** Coordinate with Continuum of Care for Riverside County to help the homeless and those at-risk of becoming homeless access education, facilities, and health services.
- 6.2.7** Support programs for at-risk youth and parents of at-risk youth, such as parent training programs to prevent and intervene in destructive adolescent behavior. Work with appropriate agencies and providers to conduct youth community outreach events.

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

Policies:

- 6.3.1** Partner with the Beaumont-Cherry Valley Recreation and Park District to provide maintenance and ensure existing park and recreation facilities are in good condition to facilitate their use and protect the public's investment.
- 6.3.2** Collaborate with the Beaumont-Cherry Valley Recreation and Park District to ensure new and existing parks consider age of users, cultural needs, facilities, and pet access (e.g., dogs, horses) in the design or upgrades to park space.
- 6.3.3** Work with the Beaumont Unified School District on policies or programs related to healthy food in cafeterias and in vending machines.
- 6.3.4** Work with local and regional agencies, including the RUHS – PH and Beaumont Unified School District, to assess childcare needs. Work with local organizations and institutions, where feasible, to implement programs to address childcare shortfalls.
- 6.3.5** Work in partnership with the Beaumont Unified School District to develop a youth leadership group to provide input and guide youth-oriented planning and programmatic efforts in the City.
- 6.3.6** Partner with local institutions, including the Beaumont Unified School District, Beaumont Library District, and other public and private organizations to maintain and

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

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

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

Policies:

- 6.4.1** Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, including grocery stores, farmers' markets, and community gardens, particularly in communities with low incomes and low access.
- 6.4.2** Promote innovative local food microenterprises and incentivize economic development opportunities for entrepreneurs.
- 6.4.3** Limit fast food and liquor stores in neighborhoods with a significant concentration of stores (e.g., multiple stores on the same block or intersection) and child-sensitive areas, such as schools, parks, and childcare facilities.
- 6.4.4** Work with the Beaumont Unified School District and other educational facilities in Beaumont to create or implement educational programs for kids about healthy eating, such as edible school yards and healthy cooking classes.
- 6.4.5** Require that City-funded events offer healthy food choices to participants.

LAND USE + COMMUNITY DESIGN

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

Policies:

- 6.5.1** Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.
- 6.5.2** Adopt a city-wide ordinance that prohibits smoking in multi-unit housing.
- 6.5.3** Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.
- 6.5.4** Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.
- 6.5.5** Promote development of a variety of housing types that meet the needs of residents of all income levels. This policy is implemented through the Land Use and Community Design Element.
- 6.5.6** Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.

- 6.5.7** Limit vape shops, tobacco-retail, and alcohol-retail uses within 1,000 feet of schools, day care centers, and youth centers.
- 6.5.8** Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.
- 6.5.9** Promote access to affordable and safe opportunities for physical activity, particularly in park-poor neighborhoods. This policy is implemented through the Parks and Recreation Element.

COMMUNITY SAFETY

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

Policies:

- 6.6.1** Strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions. This policy is implemented through the Mobility Element.
- 6.6.2** Pursue and support local Safe Routes to Schools programs.
- 6.6.3** Promote safe routes for aging adults, particularly routes to transit and shopping centers.
- 6.6.4** Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.
- 6.6.5** Create a graffiti prevention team to remove graffiti from public property (e.g., parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

ENVIRONMENTAL SAFETY

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

Policies:

- 6.7.1** Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow R&D uses, medical uses, and other necessary services such as dry cleaners.
- 6.7.2** Continue to work with state, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.
- 6.7.3** Prioritize the prevention of illegal dumping and hazardous waste dumping, and the removal of dumping by the Department of Public Works when it does occur, to protect health, safety, environmental quality, and community aesthetics.
- 6.7.4** Reduce exposure to legacy pesticides, particularly in areas previously utilized by agricultural, and whenever possible work with landowners and developers to eliminate concentrations of pesticides from soil and groundwater.

- 6.7.5** Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
- 6.7.6** Designate truck routes to avoid sensitive land uses, where feasible.
- 6.7.7** Coordinate with appropriate agencies to develop an informational program on BMP's to protect groundwater quality on a regional basis.
- 6.7.8** Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences).
- 6.7.9** Promote education and outreach on lead exposure prevention and lead health effects.
- 6.7.10** Reduce the potential for lead exposure and poisoning through health checks, home inspections and code enforcement.

IMPLEMENTATION

Table 6.3 Health, Equity + Environmental Justice Implementation Programs

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

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

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Chapter 7:

COMMUNITY FACILITIES + INFRASTRUCTURE

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

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

STATUTORY REQUIREMENTS

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

RELEVANT PLANS + STUDIES

URBAN WATER MANAGEMENT PLAN

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

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

POTABLE WATER SYSTEM MASTER PLAN

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

BEAUMONT BASIN WATERMASTER

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

SETTING THE SCENE

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

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

UTILITIES

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



Beaumont utilities

POTABLE WATER

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

To reduce dependency on imported water supplies, BCVWD is exploring other alternatives, such as conservation, a stormwater capture project, implementation of a groundwater extraction system in San Timoteo Creek, and implementation of a high nitrate groundwater extraction system at the mouth of Little San Gorgonio Creek in Edgar Canyon for non-potable purposes. City will coordinate with the appropriate entities to maximize use of recycled water.

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

SEWER – WASTEWATER + SOLID WASTE, RECYCLING

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

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

STORM DRAINAGE + FLOOD CONTROL FACILITIES

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

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

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

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

RECYCLED WATER + GROUNDWATER RECHARGE

BCVWD has a system designed to convey various sources of non-potable water. In addition, BCVWD currently owns and operates a groundwater recharge facility. At present, recycled water is not being utilized to offset potable water demands within the City of Beaumont.

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

The infrastructure necessary to allow for use of recycled water has been master planned, and components of the recycled water distribution system have been constructed by BCVWD. Additional recycled water infrastructure will be constructed as new development occurs. The City's recycled water discharge is used to meet environmental obligations² at Cooper's Creek, and secondly, for irrigation purposes at three sites: 1) R-001 Tukwet Canyon Golf Course; 2) R-002 Oak Valley Golf Course; and 3) R-003 BCVWD.

BCVWD also has an active non-potable water conveyance and storage system used for irrigation purposes, part of which forms a loop around the City of Beaumont.

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



Oak Valley Golf Course uses on-site well water for irrigation.

NATURAL GAS + ELECTRICITY

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

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

TELECOMMUNICATIONS

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

PUBLIC PARKS

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

CITY-OWNED PARKS

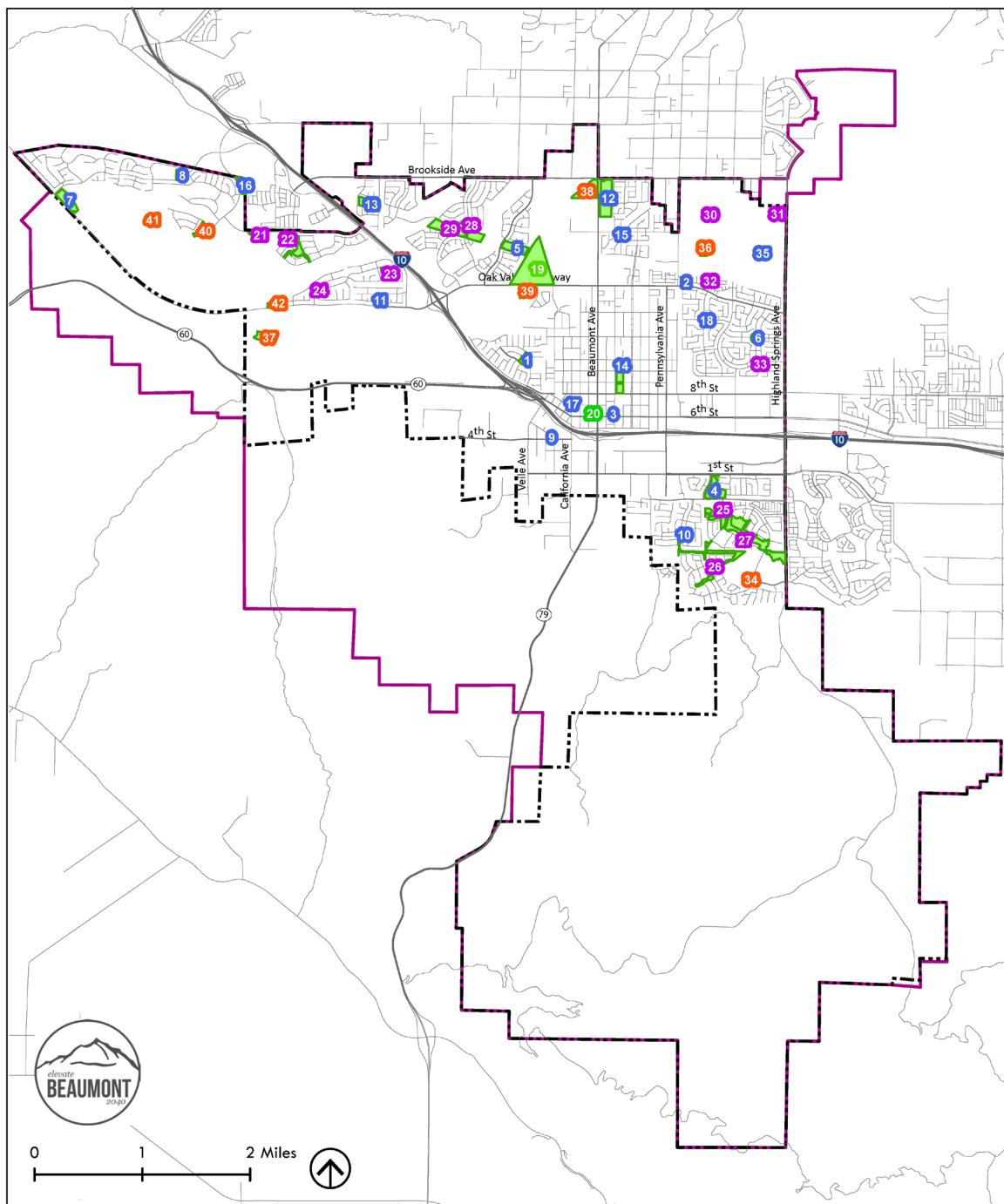
The City owns and operates nine parks, including several baseball/softball fields and two soccer fields. There is a demand for multi-use recreational fields to accommodate the soccer, football, and baseball leagues throughout the City.

BEAUMONT CHERRY VALLEY RECREATION + PARK DISTRICT

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

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

Figure 7.1 Park and Recreational Facilities



PARKS AND RECREATION FACILITIES



Table 7.1 Park and Recreational Facility Inventory

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

FACILITIES + SERVICES

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

COMMUNITY FACILITIES

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

The Beaumont Civic Center provides a wide range of meeting rooms and an auditorium, offering space for organizations and individuals to host events. The CRC serves as the primary community center for youth and senior activities programs in the City. The City Day Camp provides school aged children (K-5) after school programming, including games, arts, recreational facilities, and access to a computer lab. The Senior Center offers classes and volunteer activities, in addition to information and resources for older adults, their families, and persons with disabilities. Other community services are accessible at the CRC, including an Access/Independent Living Center for persons of all ages with disabilities, a Low-Vision Program, Health Insurance Counseling and Advocacy (HICAP), paralegal services, the Harvest Food Bank, services to frail, homebound or at-risk residents, daily telephone reassurance calls, information and referrals, and friendly visiting.



Beaumont baseball fields

BEAUMONT LIBRARY DISTRICT

The Beaumont Library District (BLD) was established in August 1911, founded a year earlier than the City. It is one of only a dozen special district libraries in the State of California. Special District Public Libraries are governed by a Board of Trustees. The BLD is independent of both City and County governments and receives support from two non-profits: the Laura May Stewart Foundation and the Friends of the Library. Beaumont's "Carnegie Library" was funded by Andrew Carnegie and opened in 1914. An addition to the 1914 building was built in 1966 and a community room added in 1981. The Beaumont Library currently serves over 80,000 residents of the City of Beaumont, unincorporated Cherry Valley, part of the City of Banning, and unincorporated areas of Riverside County, all of which lie within the District boundaries.

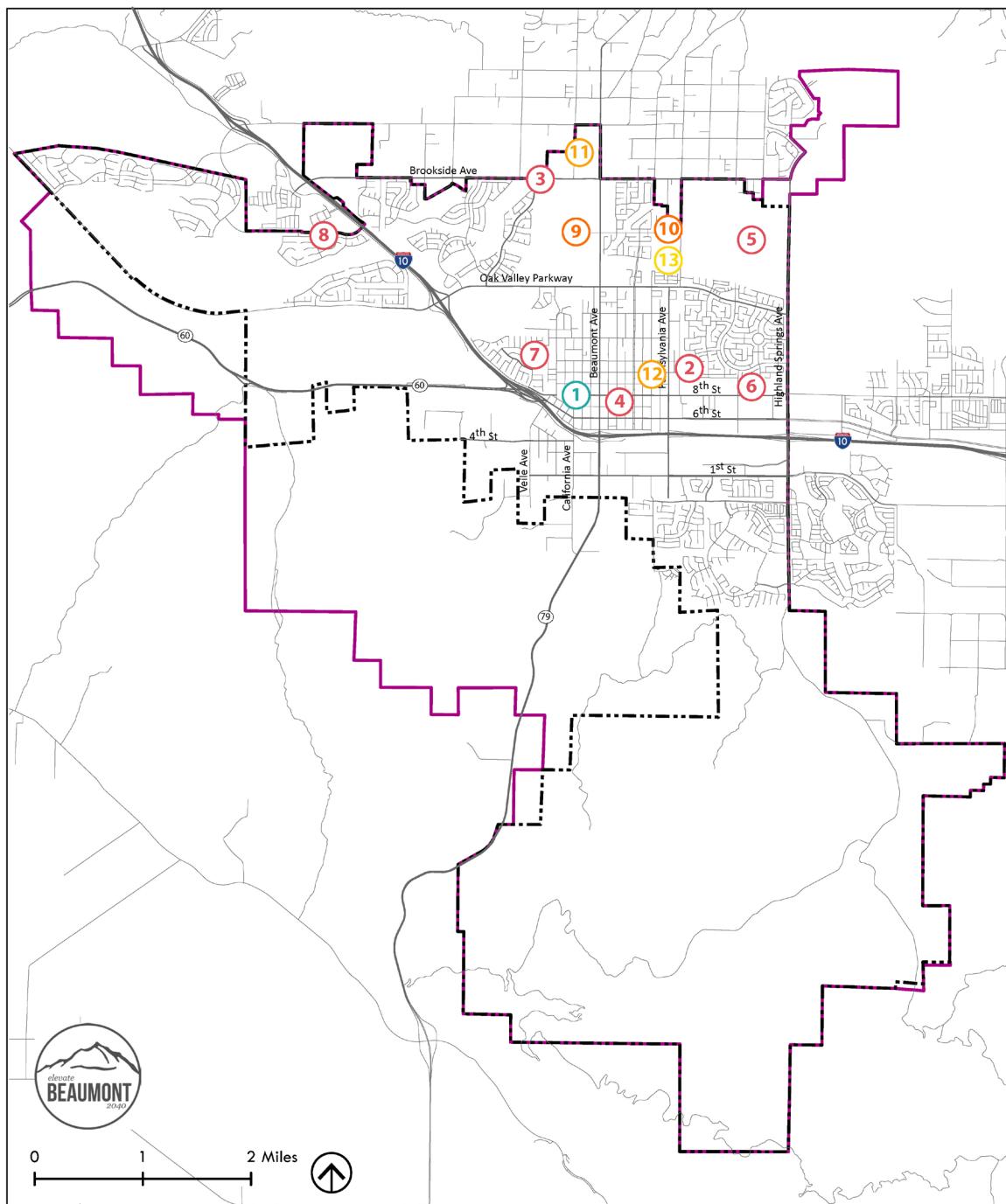
SCHOOLS

The City is served by Beaumont Unified School District (BUSD) educational facilities and services. BUSD also serves residents of Cherry Valley and portions of Banning. Currently, BUSD operates seven elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. In addition to traditional educational facilities, BUSD provides continuing education facilities for Grades 9 through 12 at Glenview Continuation High School.

Table 7.2 School and Library Facilities Inventory

| NO. | FACILITY | LOCATION | GRADES |
|-----|--------------------------------|-------------------------------|----------------------|
| 1 | Beaumont Library District | 125 East 8th Street | N/A |
| 2 | Ana M. Hause Elementary School | 1015 Carnation Lane | Transition K-5 |
| 3 | Brookside Elementary | 38755 Brookside Avenue | K-5 |
| 4 | Palm Innovation Academy | 751 Palm Avenue | K-5 |
| 5 | Starlight Elementary | 1510 Cougar Way | K-5 |
| 6 | Sundance Elementary | 1520 East 8th Street | K-5 |
| 7 | Three Rings Ranch Elementary | 1040 Claiborne | K-5 |
| 8 | Tournament Hills Elementary | 36611 Champions Drive | K-5 |
| 9 | Mountain View Middle School | 200 Cougar Way | 6-8 |
| 10 | San Gorgonio Middle School | 650 Magnolia Avenue | 6-8 |
| 11 | Beaumont High School | 39139 Cherry Valley Boulevard | 9-12 |
| 12 | Glen View High School | 939 East 10th Street | 9-12 |
| 13 | Beaumont Adult School | 1575 Cherry Avenue | Continuing Education |

Figure 7.2 School and Library Facilities



SCHOOL & LIBRARY FACILITIES

- | | | | |
|---------------------|-------------------|---------------|--------------|
| City Boundary | Library | Middle School | Adult School |
| Sphere of Influence | Elementary School | High School | |

GOALS + POLICIES

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

GROWTH + DEVELOPMENT

Goal 7.1: City-wide infrastructure to support existing development and future growth.

Policies:

- 7.1.1** Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.
- 7.1.2** Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.
- 7.1.3** Require that new and existing development pay its fair share of infrastructure and public service costs.
- 7.1.4** Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.
- 7.1.5** To the maximum extent feasible, install facility and utility infrastructure below grade.
- 7.1.6** Maintain a location database of all underground utilities.
- 7.1.7** Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.
- 7.1.8** As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.
- 7.1.9** Encourage designs that treat infrastructure elements as amenities, not hazards, when considering development applications and infrastructure improvements.

WATER AND GROUNDWATER

Goal 7.2: A clean and sustainable water supply that supports existing community needs and long-term growth.

Policies:

- 7.2.1** Work with Beaumont-Cherry Valley Water District (BCVWD) and San Gorgonio Pass Water Agency to ensure an adequate supply of potable water facilities to sustain existing and projected water needs.
- 7.2.2** Coordinate with the Beaumont-Cherry Valley Water District to ensure that adequate water supplies and pressures are available during a fire, earthquake, or both.
- 7.2.3** Ensure adequate funding is available to maintain existing and future water facilities.

- 7.2.4** Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.
- 7.2.5** Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.
- 7.2.6** Require developers to present a plan to provide adequate water infrastructure and supply levels before approving new development.
- 7.2.7** Continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements.
- 7.2.8** Seek opportunities to incorporate groundwater recharge elements into City drainage projects and work with other agencies to implement regional groundwater recharge projects.
- 7.2.9** Coordinate with the BCVWD to periodically assess, monitor, and manage the quality of groundwater.
- 7.2.10** Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.
- 7.2.11** Coordinate with Watermaster to periodically assess, monitor, and manage the quality of ground and surface water.

Goal 7.3: Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.

Policies:

- 7.3.1** Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water re-use and rainwater harvesting.
- 7.3.2** When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.
- 7.3.3** Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.
- 7.3.4** Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.
- 7.3.5** Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.
- 7.3.6** Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.
- 7.3.7** Update and improve water conservation and landscaping requirements for new development.
- 7.3.8** Require irrigation of new parks and golf courses with recycled water when practicable in Beaumont.

STORMWATER

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policies

- 7.4.1** Incorporate low-impact development (LID) techniques to improve stormwater quality and reduce run-off quantity.
- 7.4.2** Explore opportunities for “green streets” that use natural processes to manage stormwater runoff, when feasible.
- 7.4.3** Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.
- 7.4.4** Use agency websites, public service announcements, and other means to inform the public about water quality issues, methods to prevent contaminants from entering the storm drain system, public stormwater pollution, and a system for reporting non-stormwater discharges to waterways. Some of these materials can be sourced from the Riverside County Flood Control and Water Conservation District.

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

Policies:

- 7.5.1** Ensure compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.
- 7.5.2** Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.
- 7.5.3** Minimize pollutant discharges into storm drainage systems, natural drainages, and groundwater. Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water quality by capturing and/or treating water before it enters a watercourse.
- 7.5.4** Require new development to fund fair-share costs associated with the provision of stormwater drainage systems, including master drainage facilities.
- 7.5.5** Require hydrologic/hydraulic studies and WQMPs to ensure that new developments and redevelopment projects will not cause adverse hydrologic or biologic impacts to downstream receiving waters, including groundwater.
- 7.5.6** Participate, when appropriate, in regional task force efforts in partnership with the Santa Ana Regional Water Quality Control Board, including but not limited to, the development and ongoing implementation of Total Maximum Daily Loads (TMDLs) and water quality sampling programs.
- 7.5.7** Work with partnering agencies to identify funding sources and implement projects & programs that protect the Santa Ana Watershed.
- 7.5.8** Continue to routinely monitor and evaluate the effectiveness of the storm drain collection and conveyance system and adjust as needed. This may include retrofitting for enhanced infiltration.

7.5.9 Continue to monitor influent rates at the wastewater treatment plant as new development projects are proposed, and coordinate treatment capacity expansion as needed.

7.5.10 Seek opportunities to integrate stormwater facilities into public spaces as architectural design elements. Include informational and educational signs to raise public awareness of water use and water pollution issues.

WASTE

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policies:

7.6.1 Encourage new construction and additions to avoid “Red List” materials and chemicals.³

7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

7.6.4 Ensure waste facilities and infrastructure are designed to be safe and compatible with adjacent uses.

7.6.5 Ensure construction demolition achieves the State’s 65 percent target for material salvage and recycling of non-hazardous construction materials.

7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

7.6.7 Continue to work with regional agencies to educate residents about available drop-off and/or pickup points for e-waste and hazardous materials and chemicals, to avoid disposal into the sewer system, waste stream, or open space areas.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policies:

7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

³ The Red List includes the worst types of materials and chemical used in the building industry that are harmful to humans and the environment. For a list of materials included on the Red List, see: <https://living-future.org/declare/declare-about/red-list/>

- 7.7.4** Offer economic incentives to businesses within the City which are “zero waste.”
- 7.7.5** Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

ENERGY + TELECOMMUNICATIONS

Goal 7.8: City-wide access to high-quality energy utility and telecommunication services.

Policies:

- 7.8.1** Ensure that adequate utility and telecommunication infrastructure support future development.
- 7.8.2** Actively seek a public-private partnership to provide ultra-high-speed fiber optic communications to businesses in Beaumont.
- 7.8.3** When feasible, place new utilities underground to promote attractive neighborhoods and streetscapes and reduce wildfire risk.
- 7.8.4** Consider aesthetic design, including well maintained grounds and fencing around substations.
- 7.8.5** Ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City.
- 7.8.6** Work with Southern California Edison to encourage joint use of the power line corridors.

COMMUNITY FACILITIES + SERVICES

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policies:

- 7.9.1** Continue to implement its park dedication and improvement requirement of 5 acres of parkland for every 1,000 persons in conjunction with residential development.
- 7.9.2** Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.
- 7.9.3** Support the use of public facilities by local artists, students, and cultural groups, including shared space and financial and program support for local organizations.
- 7.9.4** Deliver public access to library services and community programming at the neighborhood scale.
- 7.9.5** Partner with local schools, libraries, and community centers to offer safe and accessible after-school programming opportunities that promote community health, wellness, and learning.
- 7.9.6** Coordinate with local agencies to encourage a range of child-care facilities, including in-home childcare, family care, public and private childcare centers, and community centers, where feasible.

- 7.9.7** Collaborate with a range of community partners (e.g., libraries, community centers, non-profits) to develop high-quality health, environmental, education, and recreation programs and services. Ensure provision of bilingual services to better serve needs of Beaumont's diverse community.

Goal 7.10: Access to high-quality education and community services for all residents.

Policies:

- 7.10.1** Work with the Beaumont Unified School District to anticipate potential adjustments in new student enrollment and potential impacts on existing schools.
- 7.10.2** Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.
- 7.10.3** Encourage public and public-private partnerships to cluster development of schools, parks, childcare facilities, and community activity centers with a coordinated share of costs and operational responsibilities.
- 7.10.4** Encourage the use of public art and public art partnerships among City departments, private developers, arts and cultural organizations, schools and community members.
- 7.10.5** Promote collaborative and inclusive partnerships with local cultural organizations, music groups, and community members to continue building a strong arts and cultural identity in Beaumont.

IMPLEMENTATION

Table 7.3 Community Facilities + Infrastructure Implementation Programs

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-----------------------------|--|----------|------------|--|
| GROWTH + DEVELOPMENT | | | | |
| CFI1 | Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure. | Medium | Medium | Public Works, Southern California Edison, BVCWD |
| CFI2 | Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as: <ul style="list-style-type: none"> • Greywater capture and reuse systems • On-site bioretention-based stormwater facilities • Coordinated below grade installation/repair between various providers and agencies • Wind generation on residential and commercial buildings • Electric vehicle infrastructure requirements • Green building performance standards | High | Medium | Planning, Public Works, Building and Safety |
| WATER | | | | |
| CFI3 | Adequate Water Supply for New Development: Require a Water Supply Assessment for new developments to ensure adequate water supply. | High | Short | Planning, BVCWD, Public Works |
| CFI4 | Water System Plans and Rate Study. Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy. | High | Long | Public Works, BVCWD |
| CFI5 | Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed. | High | Medium | Public Works, BVCWD, RCFCWCD, Santa Ana Watershed Project Authority, SGPWA |
| CFI6 | Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors. | Medium | Medium | Public Works, BVCWD |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------|--|----------|------------|-----------------------------------|
| CFI7 | Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns. | Medium | Medium | Public Works, BCVWD |
| STORMWATER | | | | |
| CFI8 | Low Impact Development. Develop standards to: <ul style="list-style-type: none"> • Determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices. • Identify and eliminate barriers to incorporate watershed protection principles. | Medium | Medium | Public Works |
| CFI9 | Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan. | Medium | Long | Public Works, RCFCWCD |
| CFI20 | Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects. | Medium | Long | Planning, Public Works, RCFCWCD |
| CFI21 | Local implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 ("MS4 Permit"). | Medium | Medium | Public Works |
| CFI22 | Site Inspections. Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system. | High | Medium | Public Works, Building and Safety |
| CFI23 | Construction Site Inspections. Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges. | High | Medium | Building and Safety, Public Works |
| CFI24 | Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture. | Medium | Medium | Public Works, RCFCWCD |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--|---|----------|------------|---------------------------------------|
| WASTE | | | | |
| CFI25 | Food Recovery Program. Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention. | High | Medium | Community Services, RUHS |
| CFI26 | Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts. | Medium | Long | RCDWR, Waste Management |
| CFI27 | Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities. | Medium | Medium | Community Services |
| CFI28 | Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices. | Medium | Medium | CalRecycle |
| CFI29 | Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators. | High | Short | Building and Safety, Waste Management |
| CFI30 | Composting Program. Expand existing recycling programs to include composting yard and garden waste. | Medium | Long | Waste Management |
| ENERGY + TELECOMMUNICATIONS | | | | |
| CFI31 | Telecommunication Siting. Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences. | High | Short | Planning |
| CFI32 | Fiber Optic Communications. Work with regional and state partners to support fiber optic market development and Beaumont's participation in the statewide diffusion of fiber optic technology. | Medium | Long | Planning, Public Works |
| COMMUNITY FACILITIES + SERVICES | | | | |
| CFI33 | School District Planning. Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, including analysis of future student impacts, joint use opportunities, and arts and culture programming. | High | Medium | Planning, BUSD, Community Services |
| CFI34 | Parks Master Plan. Develop a Parks Master Plan in collaboration with the Beaumont Cherry Valley Parks District to address deficiencies in park maintenance, existing facilities, and available open space. | Medium | Long | Planning, BCVPD, Community Services |





Chapter 8: **CONSERVATION + OPEN SPACE**

The Conservation + Open Space Element establishes goals and policies to protect, maintain, and enhance natural resources in the City. Responsible stewardship of land, water, and natural resources not only protects public resources, but also the City's ability to promote resiliency and adaptability. Beaumont's natural resources and open spaces include creeks, wildlife reserves, greenways, and other undeveloped lands. The mountain landscape is a prominent character-defining resource, contributing beautiful views, environmental sanctuaries, and a range of passive and active recreation opportunities for all. Ensuring the preservation and sustainability of important natural resources will remain a guiding principle for long term decision making, positively impacting the health of residents and the natural infrastructure network.

STATUTORY REQUIREMENTS

Beaumont's Conservation and Open Space Element meets the State of California requirements for the Conservation and Open Space Elements as defined in Sections 65302(d) and 65302(e) of the Government Code. State law requires all general plans to contain conservation and open space elements, which address conservation, development and utilization of natural resources. A Conservation and Open Space Element must contain goals and policies to protect and maintain state natural resources such as water, forests, soils, wildlife and minerals, and prevent wasteful resource exploitation, degradation and destruction. It must also contain goals and policies for managing open space areas, including undeveloped lands and outdoor recreation areas.

RELEVANT PLANS

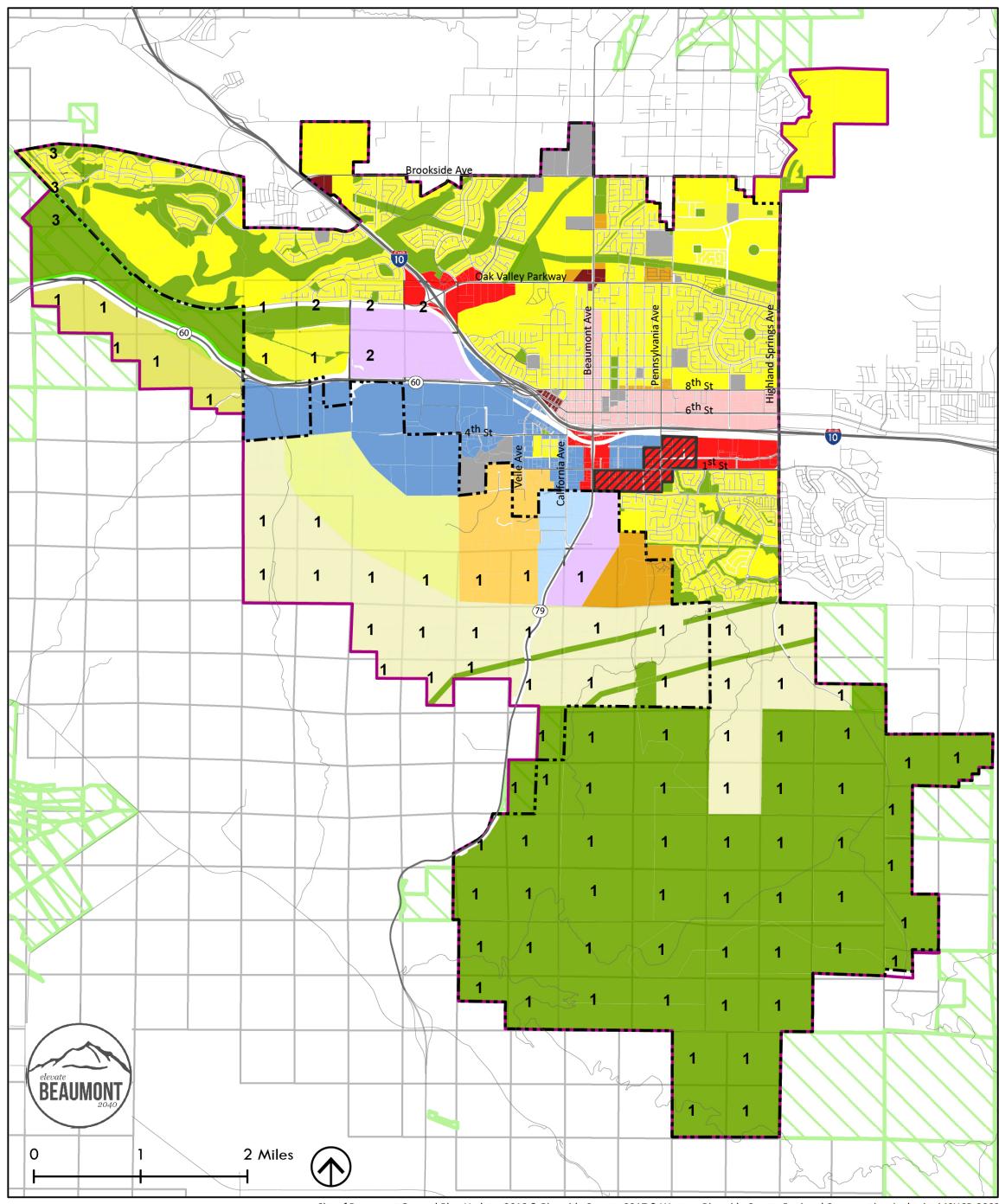
WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN

The City of Beaumont and its Sphere of Influence is located within an area subject to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP identifies areas of habitat preservation, species protection, and local conservation targets. One of the primary objectives in development and adoption of the MSHCP is to provide a cohesive and comprehensive view of inter-related habitat and species within urbanizing areas in order to accurately and appropriately identify potential impacts to biological resources and provide a plan and means for mitigation of those impacts. The portions of the City of Beaumont and its Sphere of Influence that are subject to the MSHCP are shown in Figure 8.1. Compliance with the MSHCP provides landowners, developers, and those who build public infrastructure, a clear roadmap of existing regulations, and where possible, guidelines to mitigate project impacts.

SUSTAINABLE BEAUMONT PLAN

In 2015, the City of Beaumont developed and approved Sustainable Beaumont, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of greenhouse gas (GHG) emissions. By promoting the use of energy more efficiently, the City also aimed to stimulate local economic development, job creation, and an improved quality of life. The Beaumont General Plan incorporates the principles of sustainability and environmental responsibility, ensuring compliance with the goals and policies of Sustainable Beaumont.

Figure 8.1 MSHCP Relation to Land Uses



SETTING THE SCENE

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

Protecting and enhancing natural resources is vital to maintaining quality of life for residents and the visual appeal of the City's rural mountain setting. Ensuring access to open space provides residents and visitors with unique opportunities for active and passive recreation. Effective open space planning integrates biological resources and habitat conservation as part of land use decisions. Conservation of natural resources also provides other important benefits, from improvements in the health of residents to increased residential and commercial property values. The General Plan process recognizes the importance of conserving natural resources and open space in ensuring a high quality of life for existing and future residents.

Responsible stewardship practices will prioritize the protection of people in the community and the natural environment. The City faces the challenge of balancing growth and sustainability, while reducing the risks of potential hazards and adapting to the impacts of climate change. Conserving and maintaining the City's natural resources will be prioritized in considering future development and safeguarding the wellbeing of generations to come.



View of Beaumont

ENERGY

Climate change, driven by human-generated greenhouse gas emissions is one of the most urgent environmental issues of our time. Cities have the authority to use cleaner energy, conserve water, and reduce greenhouse gas emissions, among other actions. Increasing community awareness and resiliency to climate change can also mitigate the potential impacts of climate change on people, ecosystems, buildings, infrastructure, and the economy. The effects of climate change will increase the risk of hazards, such as extreme heat, wildfires, and pollution, but also the severity and number of facilities susceptible to damage. The resiliency of the city's population, infrastructure, and economy are important considerations in planning for future development in the City. Long-term, incremental planning, including adapting land use patterns, infrastructure and the built environment, may provide the most options and efficient course of action. Moreover, reducing GHG-generating activities has valuable co-benefits, such as cost-savings from reduced energy consumption and health benefits from improved air quality and active transportation.

GREENHOUSE GAS EMISSIONS

Transportation is typically the main source of greenhouse gas emissions (GHG) emissions for cities, followed by building energy consumption. For Western Riverside County, emissions from the transportation sector accounted for 3,317,387 MTCO₂e, or 57 percent of the total emissions in the sub region, or 1.5 metric tons of carbon per person per year. In 2015, Beaumont conducted a greenhouse gas emissions inventory as part of its Climate Action Plan (CAP). The Beaumont CAP focused exclusively on the building energy sector and did not include transportation, waste or other GHG sources. Approximately two-thirds (67%) of Beaumont's measured emissions originated from electricity consumption, and the rest (33%) originated from natural gas consumption.

Overall, residential sources accounted for 64 percent of total GHGs, outpacing GHG commercial sources (36%). In Beaumont, non-residential natural gas consumption is four times greater than for Riverside County. It appears that industrial and commercial use in Beaumont have a greater reliance on natural gas energy than electricity. The Beaumont CAP GHG inventory serves as a baseline for projecting future emissions. It is estimated that GHG emissions from Beaumont's building energy sector will increase by approximately 46 percent by 2020, driven largely by population growth and a subsequent increase in the City's housing stock.

Cities regulate many activities that contribute to greenhouse gas emissions, including planning for land use and transportation, adoption of building codes, and control of municipal operations. The Beaumont CAP recommends a target reduction of 28 percent of its 2012 baseline level by 2020. This target is not officially adopted by the City of Beaumont. Opportunities for further reducing Beaumont's carbon emissions could be achieved through additional reduction strategies targeting emissions, including:

- Lowering vehicle miles traveled;
- Increasing the amount of renewable energy used;
- Reducing energy and water uses in buildings, streetlights, and parks;
- Waste prevention and recycling; and
- Capturing carbon dioxide in urban forests.

While responding to the impacts resulting from climate change may be the primary reason to reduce greenhouse gas emissions, Beaumont businesses and residents can realize co-benefits from mitigation strategies, such as better health outcomes, lower energy costs, improved access to transportation options, and better resource efficiency.

AIR QUALITY

Beaumont is located in the northeastern portion of the South Coast Air Basin (SCAB). SCAB is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountain ranges, and includes an area that extends from Calimesa on the northwest to Indio on the southeast. The principal source of air pollution affecting Beaumont and the Banning Pass area are pollutants transported by wind from the greater Los Angeles metropolitan area.

Air quality is an increasing concern for Beaumont residents, as the major transportation routes through the City introduce air emissions from trucks, cars, and trains. In recent years, the City has also seen proposals for large-scale logistics facilities, which attract more cars and diesel trucks. The resultant air quality emissions from these land uses are challenging communities across the Inland Empire and Southern California. Beaumont is considered to have poor air quality for ozone, nitrogen dioxide and coarse (PM₁₀), exceeding the ambient air standards set by the State and Federal governments.

Individuals residing and working within the City of Beaumont are exposed to significant inhalation cancer risks. The largest contributors to inhalation cancer risk are diesel engines. As such, sites with the highest cancer risks within the City are generally adjacent to Interstate 10, where truck traffic and diesel particulate matter (DPM) concentrations are likely to be highest. There are also several industrial developments within the City that may be significant sources of Toxic Air Contaminants (TACs), including several concrete operations, a steel fabrication plant, plastic manufacturer, and plating, stamping, and tooling manufacturing facility. Locations of TAC emitter facilities include:

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

Additionally, the Lamb Canyon Landfill is a registered Title V facility within the City and must certify compliance annually. Annual emissions from this facility for the year 2016 include 5 criteria pollutants and 18 toxic pollutants.

CARB recommends avoidance of siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. Other recommendations regarding siting include:

- Avoiding sensitive uses within 300 feet of any dry-cleaning operation using perchloroethylene;
- 500 feet if two or more machines exist; and
- Consultation with the local air quality district if three or more machines exist.

No sensitive uses should be placed within the same building of such operations. Similarly, new sensitive land uses should not be placed within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) and a 50-foot setback is recommended for all other typical gas station facilities.

ENVIRONMENTALLY SENSITIVE HABITAT

The land in many of the City's neighborhoods is almost entirely developed or entitled, comprised of mostly of industrial, residential, commercial, and agricultural activities. The undisturbed natural areas that remain in the City of Beaumont and its Sphere of Influence are dominated by chamise chaparral, Riverside sage scrub, and annual non-native grassland. Other areas of native plant communities within the City of Beaumont and its Sphere of Influence include southern cottonwood-willow riparian forest, alluvial fan scrub, riparian scrub, and oak woodland. Federal or State listed species are most likely to occur in undeveloped habitats in Beaumont.

As shown in Figure 8.2, a total of 22 special-status plant species and 34 special-status wildlife species have been recorded within a 5-mile radius of the City of Beaumont and its Sphere of Influence, including thirteen special-status species with a State and/or Federal listing status: Coachella Valley Milk-Vetch, San Jacinto Valley Crownscale, Mojave Tarplant, Slender-Horned Spineflower, Santa Ana River Woollystar, Swainson's Hawk, Western Yellow-Billed Cuckoo, Southwestern Willow Flycatcher, Coastal California Gnatcatcher, Least Bell's Vireo, San Bernardino Kangaroo Rat, Stephens' Kangaroo Rat, and the Lesser Long-Nosed Bat.

The major water courses associated with the City of Beaumont and its Sphere of Influence are Noble Creek, Little San Gorgonio Creek, and Potrero Creek. Noble Creek and Little San Gorgonio Creek are tributaries of San Timoteo Creek, which drains to the Santa Ana River and eventually to the Pacific Ocean. Potrero Creek is a tributary to the San Jacinto River, which drains into Lake Elsinore. Lake Elsinore has very little outflow, but in years of heavy rainfall, it has overflowed into Temescal Creek, a tributary of the Santa Ana River. As such, areas within the City of Beaumont and its Sphere of Influence have the potential or are known to support regional protected sensitive biological resources, including, but not limited to, State and Federally listed wildlife and plant species; protected wetlands and waters; and wildlife movement corridors and preserves.



Coachella Valley Milk-Vetch



San Jacinto Valley Crownscale

NARROW ENDEMIC PLANT + CRITERIA SPECIES SURVEY AREAS

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) provides an overview of significant habitat and species within the City of Beaumont and its Sphere of Influence and identifies a range of total target conservation acreages as well as key or unique biological resources and habitat features. There is suitable habitat within the City of Beaumont and its Sphere of Influence for the following MSHCP species:

- Coulter's goldfields
- Davidson's saltscale
- Mud nama
- San Jacinto Valley crownscale
- Smooth tarplant
- Burrowing owl
- San Bernardino kangaroo rat
- Los Angeles pocket mouse

Habitat assessments are required for proposed projects located within the Narrow Endemic Plant, Criteria Area Species, and Burrowing Owl Survey areas. MSHCP Narrow Endemic Plant Species Survey Areas are identified based on the presence of select soils and existing occurrence data for Narrow Endemic Plant Species (Figure 8.3). Criteria Area Species are identified within 160-acre “cells” in the City of Beaumont and its Sphere of Influence and can include: plant species, amphibian species, and mammal species (Figure 8.4).

Burrowing Owl Species are found within the City of Beaumont and its Sphere of Influence and are protected by federal laws due to their decline over the last 20 years (Figure 8.5). If potential habitat for any of these species is determined to be located within the proposed project site, focused surveys are required during the appropriate season. The City has approved the MSHCP, and will employ MSHCP methodologies, plans and programs in the identification of biological resources, as well as potential impacts and mitigation required based on implementation of this General Plan.

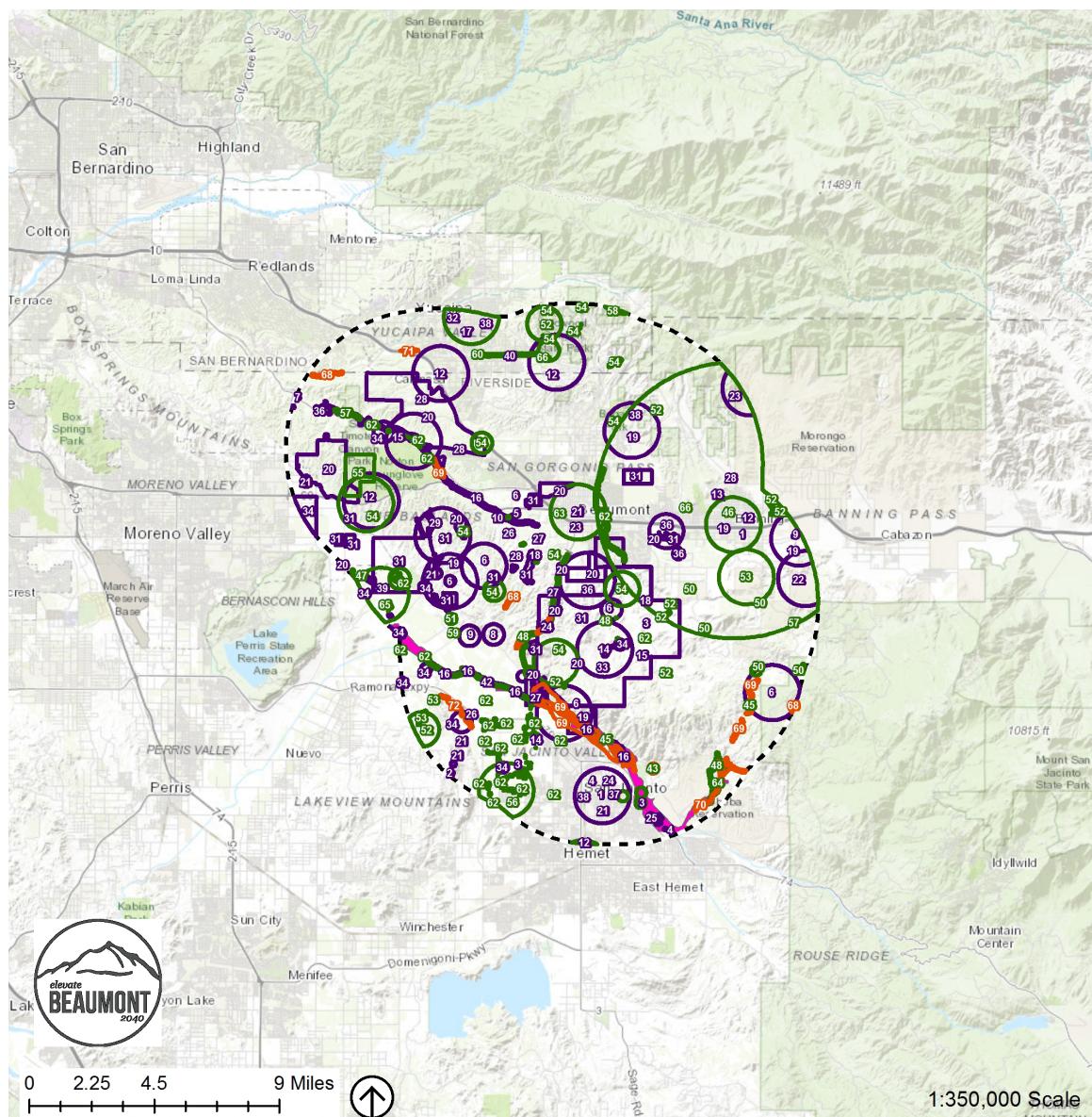


Coulter's goldfields

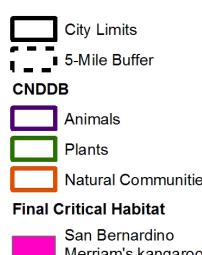


Smooth tarplant

Figure 8.2 Special Status Species

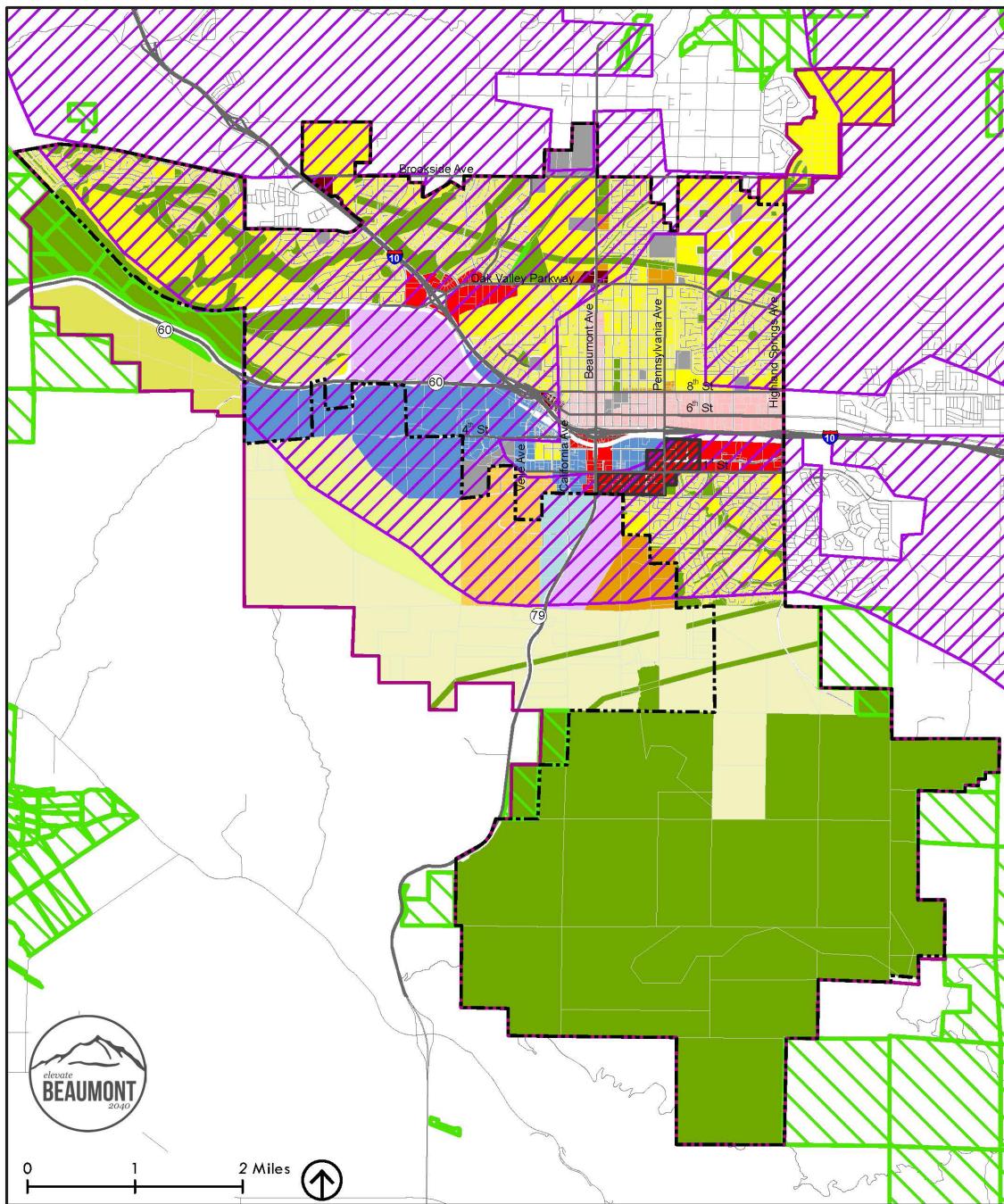


Imagery provided by ESRI and its licensors © 2017. Special status species data source: California Natural Diversity Database, March, 2017. Additional suppressed records reported by the CNDB known to occur or potentially occur within this search radius include: burrowing owl. For more information please contact the Department of Fish and Game. Critical habitat data source: U.S. Fish and Wildlife Service, December, 2016. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and



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

Figure 8.3 Narrow Endemic Plant Species Survey



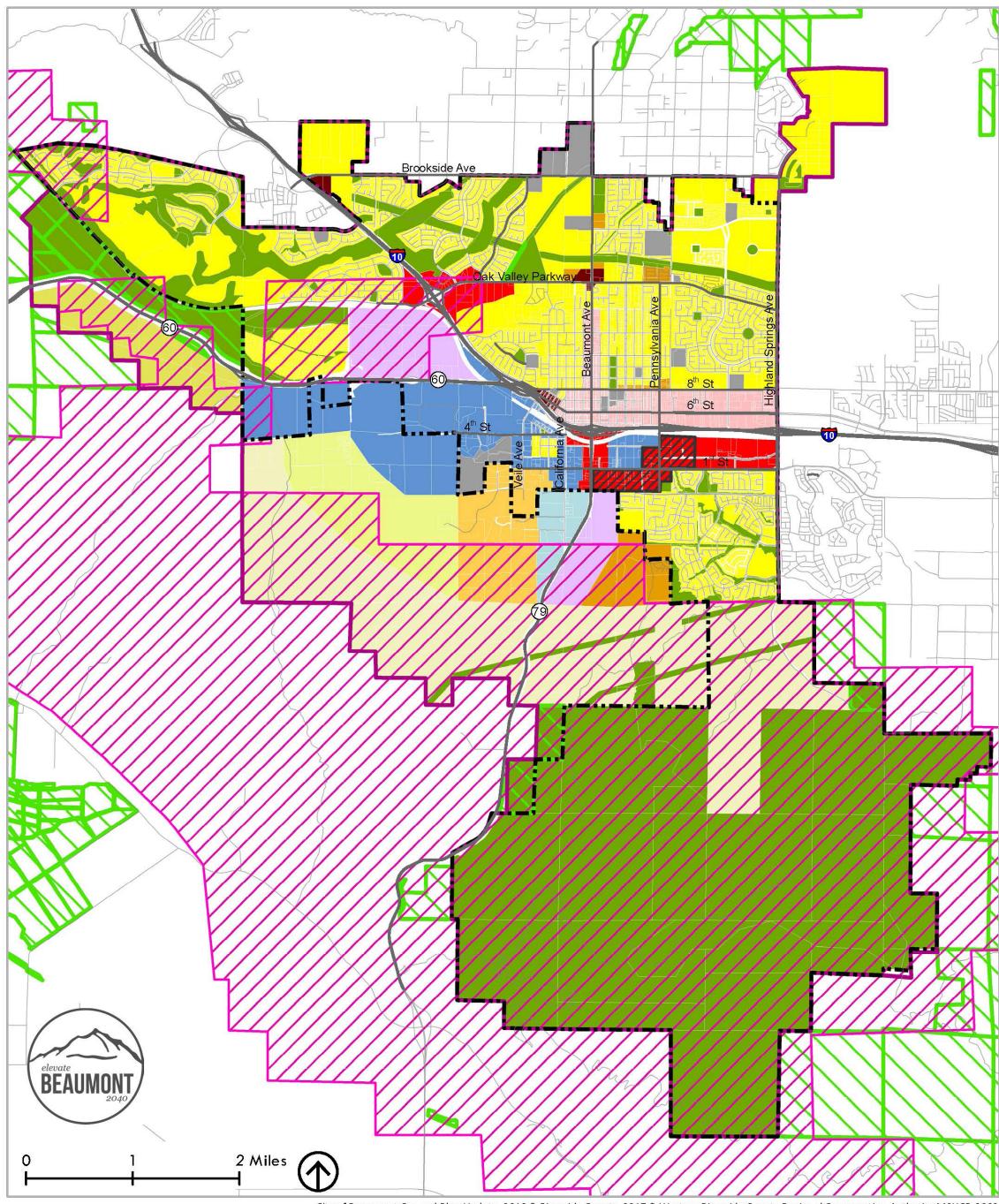
NARROW ENDEMIC PLANT SURVEY AREA

- City Boundary TOD Overlay
- Sphere of Influence
- Public/Quasi Public Conserved Lands
- Narrow Endemic Plant Survey Area

LAND USE DESIGNATIONS

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

Figure 8.4 Criteria Area Species Survey



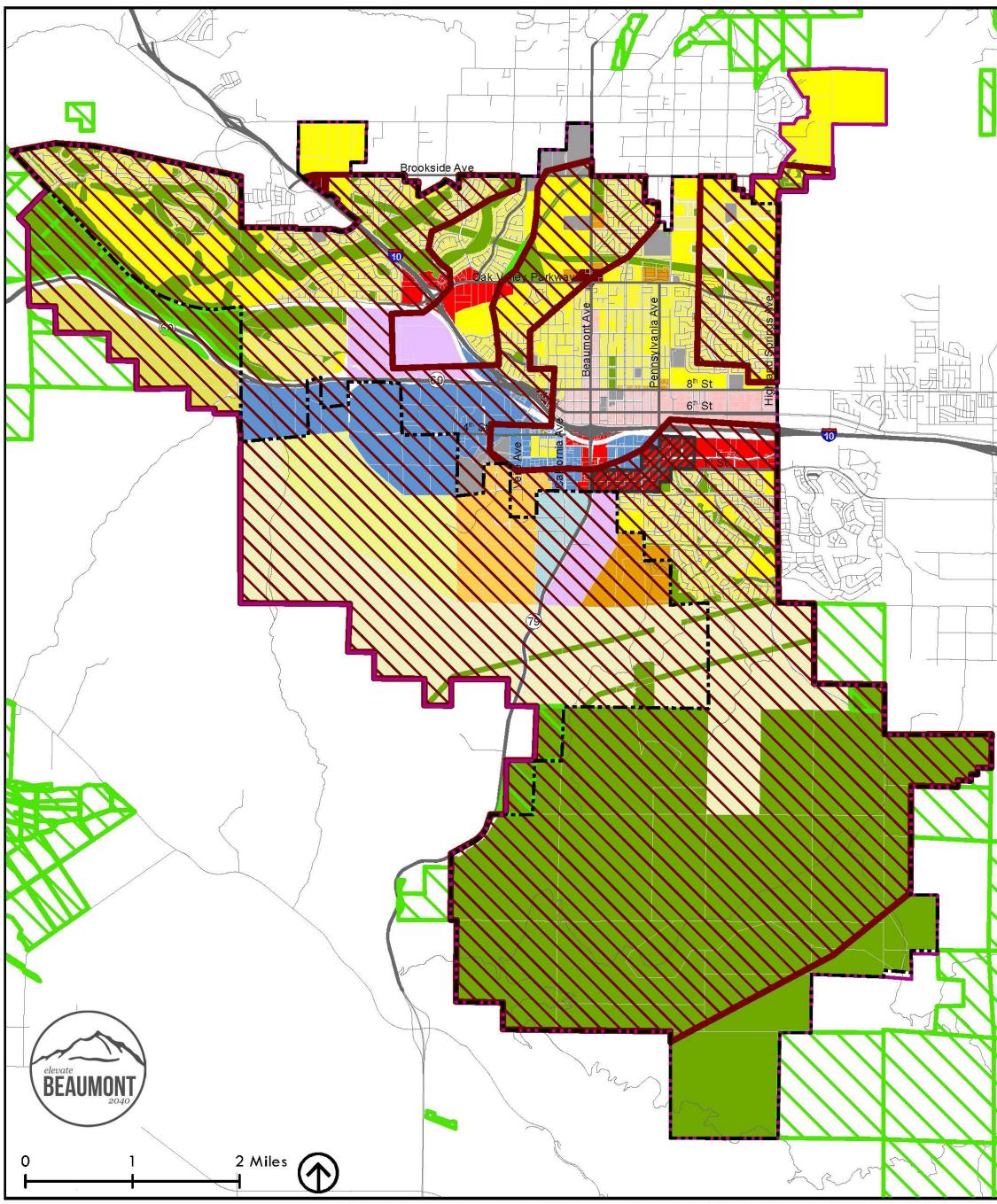
MSHCP CRITERIA AREA

-  City Boundary
 -  Sphere of Influence
 -  TOD Overlay
 -  Public/Quasi Public Conserved Lands
 -  Criteria Area

LAND USE DESIGNATIONS

- | Land Use Designation | Description |
|----------------------|---------------------------------------|
| Open Space | High Density Residential |
| Employment District | Traditional Neighborhood |
| Industrial | Single Family Residential |
| Urban Village | Rural Residential (1 DU per acre) |
| Downtown Mixed-Use | Rural Residential (1 DU per 10 acres) |
| General Commercial | Rural Residential (1 DU per 40 acres) |
| Public Facilities | Neighborhood Commercial |

Figure 8.5 Burrowing Owl Survey



BURROWING OWL SURVEY

- City Boundary
- Sphere of Influence
- Public/Quasi Public Conserved Lands
- Burrowing Owl Survey Area
- TOD Overlay

LAND USE DESIGNATIONS

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

MINERAL RESOURCES

There have been no significant amounts of mineral deposits found in the City of Beaumont. However, since much of the area is flat and characterized by alluvial materials, which eroded and washed down from the mountains, extracting aggregate resources from open spaces adjacent to the flood channel in the western portion of the City and its Sphere of Influence may be possible. There are no delineated sites or locations of mineral resources within the City or Sphere boundaries. Also, there are likely accretions of aggregate along watercourses and drainage ways within the City or Sphere boundaries.

SCENIC RESOURCES + NIGHT SKIES

The City's visual character and scenic resources are important assets to the community. Protecting and enhancing the City's rural mountain setting will ensure that the environment is protected as new development is planned. Special attention should be given to development proposals within the Badlands area, and projects that could affect views of, or otherwise alter ridgelines.

Beaumont is also near the Potrero Preserve, an open space and wildlife area. Excessive artificial light, also known as light pollution, can adversely affect the beauty of nighttime skies and stargazing, directly impact migration and reproduction of wildlife, disrupt sleep patterns in humans, and consume excessive energy. Sources of light pollution in Beaumont include exterior and interior building lighting, commercial properties, warehouses, streetlights, and vehicular lighting.

CULTURAL + TRIBAL RESOURCES

Beaumont is part of a region with rich cultural, tribal, and historical resources. Cultural resources are identified as districts, sites, structures, or objects that are older than 50 years. These may include archaeological, historical, and other cultural resources.

Tribal cultural resources are defined in Public Resources Code §21074 as either of the following:

- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City lies within the traditional territory of the Pass (or Wanakik) Cahuilla and a small portion of Serrano ancestral territory. Additionally, recorded and unrecorded tribal cultural resources exist within the City of Beaumont and its Sphere of Influence, including along Highways 60 and 79.

GOALS + POLICIES

The following section includes goals and policies for the Conservation + Open Space Element. Goals and policies are followed by implementation actions. Additional conservation and open space-supported measures can also be found in other Elements.

ENERGY

Goal 8.1: A City with green buildings and developments that promote energy efficiency.

Policies:

- 8.1.1** Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.
- 8.1.2** Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.
- 8.1.3** Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow shower heads and electrical outlet insulation.
- 8.1.4** Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.
- 8.1.5** Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:
 - Maximizing interior daylighting.
 - Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
 - Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
 - Installing water efficient vegetative cover and planting, substantial tree canopy coverage.
- 8.1.6** When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.
- 8.1.7** Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.
- 8.1.8** Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.
- 8.1.9** Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.
- 8.1.10** Strive for high levels of energy efficiency in municipal facilities.

- 8.1.11** Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: A City which encourages energy from renewable sources.

Policies:

- 8.2.1** Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
- 8.2.2** Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.
- 8.2.3** Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: A City that reduces citywide greenhouse gas emissions.

Policies:

- 8.3.1** Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:
- 1990 levels by 2020
 - 40 percent below 1990 levels by 2030
 - 60 percent below 1990 levels by 2040
- 8.3.2** Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.
- 8.3.3** Monitor and report greenhouse gas emissions so that reductions can be tracked in a transparent, consistent, and accurate manner.
- 8.3.4** Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.
- 8.3.5** Prioritize municipal policies and programs that reduce the City's carbon footprint, such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.
- 8.3.6** Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.
- 8.3.7** Collaborate with regional and State partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

AIR QUALITY

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

Policies:

- 8.4.1** Provide educational information about air quality issues and their health effects, including best practices for reducing and/or eliminating sources of indoor air pollution.
- 8.4.2** Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process.
- 8.4.3** Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60, high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.
- 8.4.4** For sensitive land uses that cannot be avoided within 500 feet of sources of localized air pollution, potential design mitigation options include:
 - Providing residential units with individual HVAC systems in order to allow adequate ventilation with windows closed;
 - Locating air intake systems for heating, ventilation, and air conditioning (HVAC) systems as far away from existing air pollution sources as possible;
 - Using HEPA air filters in the HVAC system and developing a maintenance plan to ensure the filtering system is properly maintained;
 - Utilizing only fixed windows next to any existing sources of pollution;
 - Using sound walls, berms, and vegetation as physical barriers; and
 - Notifying new potential home buyers of risks from air pollution.

SENSITIVE HABITAT + RESOURCES

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

Policies:

- 8.5.1** Minimize the loss of sensitive species and critical habitat areas in areas planned for future development.
- 8.5.2** Require new developments adjacent to identified plant and wildlife habitat areas to maintain a protective buffer, minimize new impervious surface, minimize light pollution, and emphasize native landscaping.
- 8.5.3** Encourage new development to support a diversity of native species and manage invasive species.
- 8.5.4** Support the protection of existing wildlife in the conservation areas located in the southerly portion of the General Plan's City of Beaumont and its Sphere of Influence.
- 8.5.5** Protect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation.

- 8.5.6** Continue to support the creation of local and regional conservation and preservation easements that protect habitat areas, serve as wildlife corridors and help protect sensitive biological resources.
- 8.5.7** Discourage the use of plant species on the California Invasive Plant Inventory.

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

Policies:

- 8.6.1** Protect and preserve existing, signature views of the hills and mountains from the City.
- 8.6.2** Continue to minimize the impact on views by restricting new billboards along the City's roads and highways. Electronic and animated billboards should be prohibited except in rare and special circumstances.
- 8.6.3** Require the preparation of a grading analysis on hillside development to pre-determine where development should occur to minimize the impact of new development on views of the city's hillsides.
- 8.6.4** When grading is necessary, encourage grading for new development that complements the surrounding natural features.
- 8.6.5** Plan public facilities, roads, and private development to take advantage of the city's mountain and hillside views, especially as the Downtown develops.
- 8.6.6** Limit light pollution from outdoor sources, especially in rural, hillside and mountain areas, and open spaces, to maintain darkness for night sky viewing.
- 8.6.7** Partner with Southern California Edison to retrofit streetlights with LEDs that comply with Dark Sky standards.
- 8.6.8** Promote dark sky education in the community to promote responsible lighting and dark sky stewardship.

OPEN SPACE

Goal 8.7: A City where open space is preserved and used for resource conservation and/or recreation.

Policies:

- 8.7.1** Evaluate the feasibility of expanded joint-use of the open space lands used for flood control and utility easements.
- 8.7.2** Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.
- 8.7.3** Establish a comprehensive bikeway and pedestrian trail system. This policy is implemented through the Mobility Element.
- 8.7.4** Expand opportunities to develop parks that are of a community or regional park scale, to facilitate expanded demand for organized sports activities and community functions. This policy is implemented through the Health and Environmental Justice Element.
- 8.7.5** Preserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes.

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

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

Policies:

- 8.8.1** Promote the maintenance of open space through the implementation of the General Plan.
- 8.8.2** Protect and preserve open space and natural habitat wherever possible.
- 8.8.3** Work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.
- 8.8.4** Require the provision of open space linkages and conservation between development projects, consistent with the conservation efforts targeted in the MSHCP.
- 8.8.5** Encourage residential clustering as a means of preserving open space. This policy is implemented through the Land Use and Community Design Element.
- 8.8.6** Establish buffers between open space areas and urban development by encouraging less intensive rural development within proximity to the open space areas.

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

Policies:

- 8.9.1** Continue to require hillside development to be consistent with the provisions of the Hillside Ordinance Policies.
- 8.9.2** Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, and other critical environmental areas.
- 8.9.3** Control land grading to minimize the potential for erosion, landsliding, and other forms of land failure, as well as to limit the potential negative aesthetic impact of excessive modification of natural landforms.
- 8.9.4** Recognize the value of ridgelines and hillsides as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhood.
- 8.9.5** Reduce light pollution by establishing a “night-time sky” ordinance.

BIOLOGICAL RESOURCES

Goal 8.10: A City that promotes the protection of biological resources through MSHCP implementation.

Policies:

- 8.10.1** Work with landowners and government agencies in promoting development concepts that are sensitive to the environment and consider the preservation of natural habitats and further the conservation goals of the MSHCP.
- 8.10.2** Work with landowners and government agencies in identifying areas within the City

of Beaumont and its Sphere of Influence that should be preserved as open space for passive recreation, resource management, or public safety and which meet the City's preservation obligations per the MSHCP.

- 8.10.3** Encourage the protection of existing wildlife in the conservation areas located in the southerly portion of the City of Beaumont and its Sphere of Influence.
- 8.10.4** Preserve significant habitat and environmentally sensitive areas, including hillsides, rock outcroppings, and viewsheds through the application of the Hillside Ordinance Policies.
- 8.10.5** Require project proponents to hire a CDFW-qualified biologist to monitor for special status species or other wildlife of low or limited mobility. If present, prior to and during all ground- and habitat-disturbing activities, move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed.
- 8.10.6** Consider transfer of development rights from sensitive lands to land suitable for development in order to meet habitat preservation goals.

ARTS + CULTURAL RESOURCES

Goal 8.11: A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.

Policies:

- 8.11.1** Avoid or when avoidance is not feasible, minimize impacts to sites with significant archaeological, paleontological, cultural and tribal cultural resources, to the extent feasible.
- 8.11.2** Comply with notification of California Native American tribes and organizations of proposed projects that have the potential to adversely impact cultural resources, per the requirements of AB52 and SB18.
- 8.11.3** Encourage the preservation of historic (i.e. non-archaeological) resources, when practical. When it is not practical to preserve a historic resource in its entirety, require the architectural details and design elements of historic structures to be preserved during renovations and remodels as much as feasible.
- 8.11.4** Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act, California Public Resources Code Amended Statutes 1982 Chapter 1492, California Public Resources Code Statutes 2006, Chapter 863, Section 1, CA Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, Public Resources Code Section 5097.94, SB 447 (Chapter 404, Statutes of 1987) and other appropriate laws.
- 8.11.5** Consider incentives for the inclusion of live/work creative studio space in new developments in Downtown.
- 8.11.6** Consider the establishment of an arts and culture district that encourages venues for the arts and entertainment, protects historical buildings and cultural resources, and enhances the City image.
- 8.11.7** Prepare and regularly update an inventory of private community and environmental organizations that may contribute effort or resources to improving the City's cultural awareness.

IMPLEMENTATION

Table 8.1 Open Space + Conservation Implementation Programs

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|---------------|---|----------|------------|--------------------------------------|
| ENERGY | | | | |
| C1 | Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives. | High | Medium | Planning, Building and Safety, WRCOG |
| C2 | Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings. | Medium | Medium | Planning, Building and Safety |
| C3 | Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs. | Medium | Long | Planning, Building and Safety |
| C4 | Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design. | High | Medium | Planning, Building and Safety |
| C5 | Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change. | High | Medium | Planning, Building and Safety |
| C6 | Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places. | High | Short | Planning, Pass Transit, TLMA |
| C8 | Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles. | Medium | Medium | Planning, WRCOG |
| C9 | Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk. | High | Medium | Planning, WRCOG |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--------------------------------------|---|----------|------------|---|
| C10 | Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advanced and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management). | High | Medium | Planning, Economic Development, Building and Safety, Wastewater |
| C11 | Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy. | High | Medium | Planning, SCAG |
| C12 | Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits. | Medium | Short | Planning, Building and Safety |
| C13 | Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential. | Medium | Medium | Planning, Building and Safety |
| AIR QUALITY | | | | |
| C14 | Air Quality Efforts. Partner with local and regional agencies to educate and support efforts that improve local air quality. | High | Medium | Planning, SCAQMD |
| C15 | Sensitive Uses. Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors. | High | Short | Planning |
| SENSITIVE HABITAT + RESOURCES | | | | |
| C16 | Buffer Zones. Update zoning code to identify and protect sensitive habitat areas and corridors, including preservation and conservation easements, open space buffers, and reduced intensity of development. | High | Short | County TLMA, Riverside Conservation Authority, Planning |
| C17 | Dark Sky Lighting Ordinance. Prepare a Dark Sky Ordinance to regulate outdoor lighting through the adoption of comprehensive citywide outdoor lighting standards, such as shielding light in the downward direction and limiting bright white lighting and glare. | Medium | Short | Planning, Public Works, Community Services |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|----------------------------------|--|----------|------------|--|
| C18 | On-site Wildlife Habitat. Encourage the protection of undisturbed native plants and habitat areas, instead of individual native plants sprinkled around a development. | Medium | Short | Planning |
| C19 | Hillside Ordinance. Support and implement the existing hillside ordinance. | High | Short | Planning, Public Works |
| C20 | Cultural Resource Sensitivity Map. Develop a Cultural Resource Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence. | Medium | Medium | Planning |
| OPEN SPACE | | | | |
| C21 | Joint use. Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails. | Medium | Medium | Planning, BUSD, BCVRPD, Community Services |
| C22 | Open Space Partnerships. Partner with adjacent cities, Riverside County, and local and state park agencies to create linkages and enhance access to publicly-accessible parks and open spaces. | Medium | Long | Planning, Community Services, County TLMA, Parks & Recreation, BCVRPD, City of Banning, City of Calimesa |
| BIOLOGICAL RESOURCES | | | | |
| C23 | Future Development. Partner with landowners and government agencies in the sphere of influence to promote future development concepts, coordinate on open space uses, and protect existing wildlife. | Medium | Long | Planning, Community Services, County, Parks & Recreation, City of Banning, City of Calimesa |
| C24 | Habitat Management Plan. Work collaboratively with the County to develop a Habitat Management Plan for sensitive areas in the sphere of influence, in conformance with habitat management requirements. | Medium | Long | Planning, County TLMA, RCA |
| ARTS + CULTURAL RESOURCES | | | | |
| C25 | Arts and Culture District. Update municipal code to create an arts and culture overlay to help spur catalytic projects and development. | Medium | Medium | Planning |
| C26 | Public Art Master Plan. Develop a public art master plan to identify potential sites, partnerships, and sustainable funding mechanisms for art in the City. | Medium | Medium | Planning |
| C27 | Wayfinding. Develop wayfinding and signage to key sites, including historic (non-archaeological) places (as allowed by law), gateways, and points of interest. | Medium | Short | Planning, Public Information, Economic Development |

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STEP 1: AND A D

STEP 2: KICK OFF

STEP 3: DREAM

FAVORITES



Chapter 9: **SAFETY**

The purpose of the Safety Element is to establish a policy framework for maintaining and improving the safety of Beaumont's residents. It identifies proactive measures to minimize public safety challenges to community residents, structures, public facilities, infrastructure, and to enable the City to expediently and efficiently respond in the event of a public safety challenge. Public safety challenges include crime prevention and natural hazards and disasters from earthquake, fires, storms, and floods. The Safety Element also promotes education about disasters and hazards, to ensure all members of a community understand how to prepare and recover from potential disasters.

Topics covered in this chapter include seismic, flooding, and geological hazards, and hazardous waste. Crime prevention, police and fire protection, and emergency preparedness and response are also addressed within this Element.

STATUTORY REQUIREMENTS

As required by State law (Government Code Section 65302(g)), the Safety Element identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property in the city. The goal of the Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Identifying the source of such threats allows decision-makers to take preemptory action to minimize the damage, particularly as it relates to new development. Other locally relevant safety issues, such as police services, crime prevention, emergency response, and hazardous materials spills, are also included in this Element.

RELEVANT PLANS + DOCUMENTS

LOCAL HAZARD MITIGATION PLAN

The City's Local Hazard Mitigation Plan (LHMP) was last updated in 2017. The LHMP's purpose is to identify potential City hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term damage to people and property from natural and man-made hazards. The plan identifies vulnerabilities, prioritizes mitigation actions, evaluates resources and identifies mitigation shortcomings, provides future mitigation planning, and maintenance guidelines for the existing plan. Mitigation strategies included in the LHMP will serve as the implementation plan for the Safety Element. Under Assembly Bill 2140, cities may adopt their LHMP into their Safety Elements in order to ensure eligibility for potential reimbursement of post-disaster public assistance.

EMERGENCY OPERATIONS PLAN

The City of Beaumont has an adopted Emergency Operations Plan (EOP) and Standardized Emergency Management System (SEMS) / National Incident Management System (NIMS). This plan establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements. Further, it is an extension of the State Emergency Plan. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The plan is intended to facilitate multi-agency and multi-jurisdictional coordination, particularly between the City of Beaumont and Riverside County, special districts, and state agencies. The EOP references and is consistent with the Safety Element goals and policies.

CLIMATE ACTION PLAN

The City updated its Climate Action Plan called Sustainable Beaumont in October 2015. The Plan outlines a summary of greenhouse gas (GHG) emissions and establishes a roadmap to reduce GHG emissions and conserve energy. By using energy more efficiently and reducing emissions, Beaumont will keep dollars in the local economy, create jobs, and improve the community's quality of life and public health. Through the Sustainable Beaumont Plan, the City has established goals and policies that incorporate environmental responsibility into its daily community and municipal operations. These are coordinated with and implemented through the Safety Element General Plan goals, policies and actions.

CAL FIRE/RIVERSIDE COUNTY UNIT STRATEGIC FIRE PLAN

The California Department of Forestry and Fire Protection (CAL FIRE)/Riverside County Unit Strategic Fire Plan (Fire Plan) was updated in May 2016. The Fire Plan is a cooperative effort between the State Board of Forestry and California Department of Forestry and Fire Protection. The plan provides a road map for prevention and reduction of firefighting costs and losses to property, life, and the environment in San Jacinto Mountain communities including Beaumont. The Safety Element incorporates relevant policies from the Fire Plan.

DRAINAGE MASTER PLAN

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District's Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size, and capacity of flood control facilities that are needed for current development and anticipated growth.

SETTING THE SCENE

Public safety challenges include crime prevention and natural hazards and disasters from earthquakes, fires, storms, winds, and floods. Emergencies and natural disasters can create a variety of hazards for community members and response teams. Both natural conditions and social behaviors generate risks to individuals and properties in the community. Preparing for the disaster risk can help reduce community exposure to hazards. This section presents existing conditions relative to public safety in Beaumont.

POLICE

The City of Beaumont Police Department (BPD) currently operates with a total of 38 sworn staff members. In addition to traditional law enforcement services, the Department administers animal services, code enforcement, and a K-9 program. The Department has a long-standing and successful tradition of maintaining positive relationships with community members through effective community partnerships, such as Police Explorers and Cadets, Police Chaplains, Citizen Volunteers, and a Community-Oriented Policing and Problem Solving (COPPS) team. Community outreach events include Trunk or Treat, a Drug and Gang Awareness Workshop, and National Night Out.

The City has a three-minute response time objective. As of 2017, the BPD met this goal with average response times of three minutes for in-progress calls.

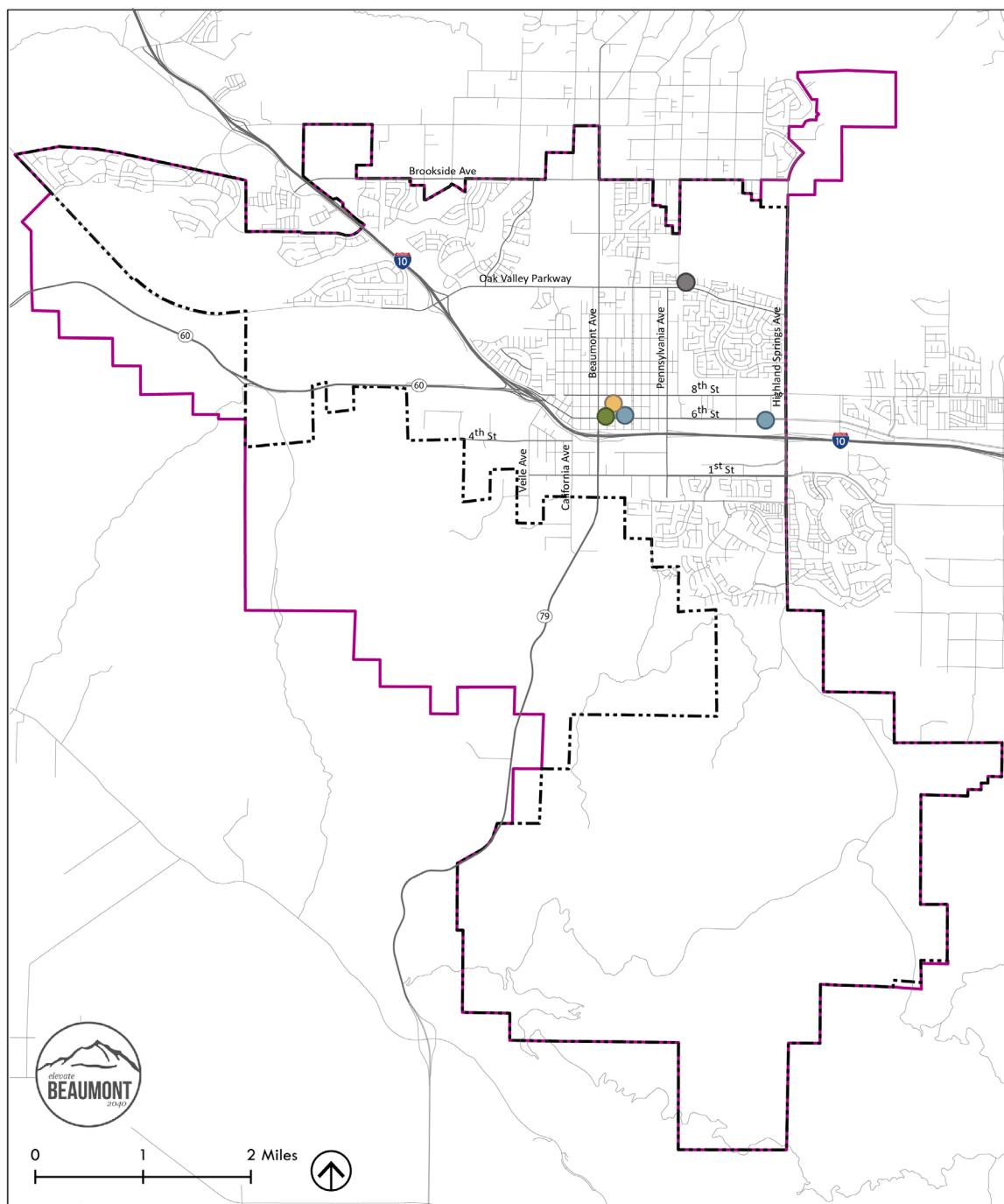
FIRE

The City of Beaumont contracts with the Riverside County Fire Department in conjunction with CAL FIRE for City-wide fire protection, emergency medical services, and fire safety education. Additionally, the U.S. Forest Service, a Federal agency, manages nearby public land in national forests and grasslands.

There are two fire stations located within the City limits. Station 66 (628 Maple Avenue) is the City's primary fire station and has access to two fire engines and 1 squad truck. Station 20 (1550 E. 6th Street) is a CAL FIRE station and operational costs are shared by the cities of Beaumont and Banning, and the County of Riverside; it has access to one fire engine. Additionally, CAL FIRE has access to seven shared engines in San Jacinto, five shared engines in Desert Hot Springs and nine shared engines in Moreno Valley. Current fire service response times in the City of Beaumont are approximately 8 to 12 minutes. The City's goal is a five-minute response time.

In addition to fire services provided by CAL FIRE / Riverside County Fire Department, the City employs a Fire Safety Specialist who oversees plan review, installation, and inspections of fire suppressant systems.

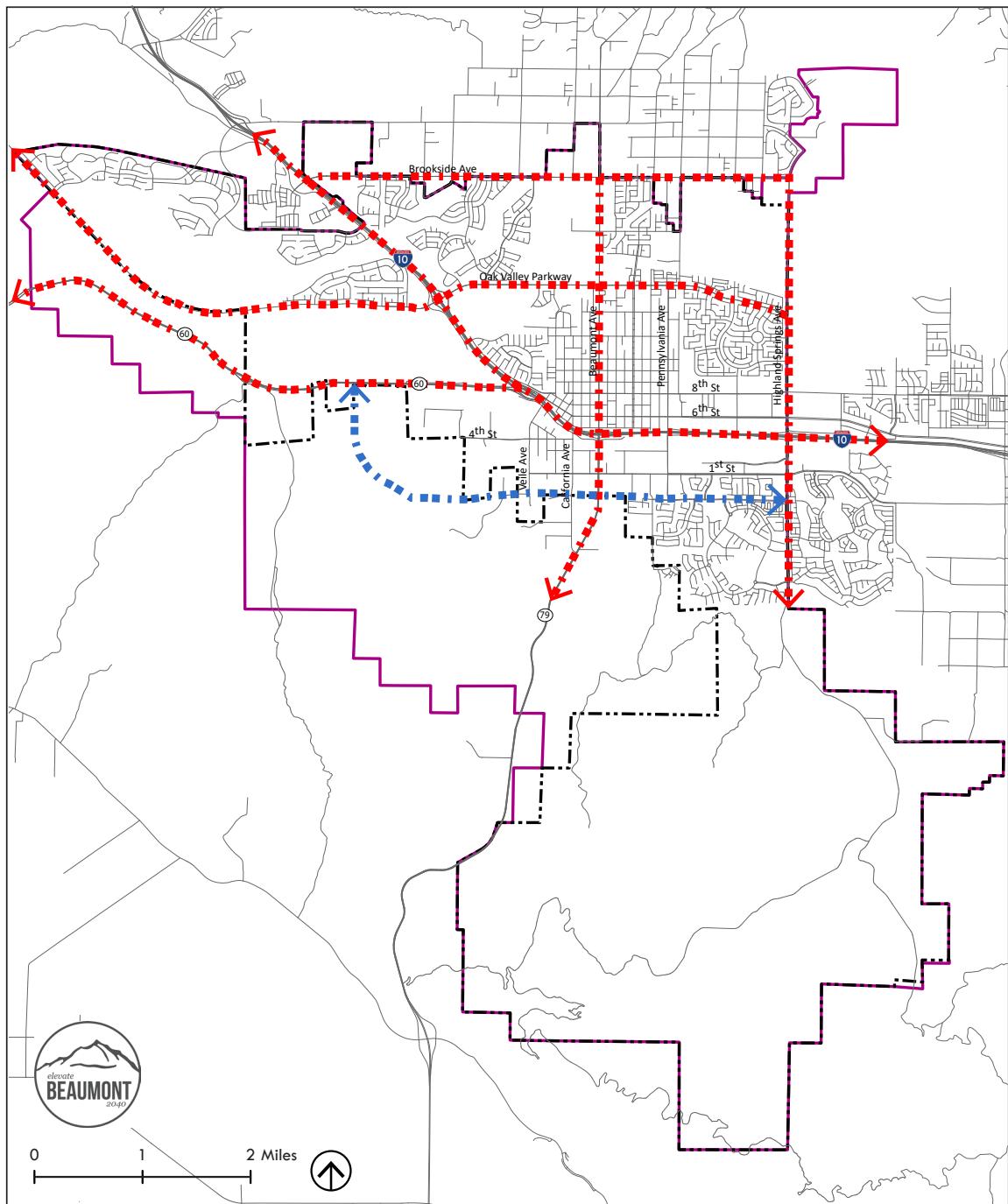
Figure 9.1 Emergency Facilities Map



EMERGENCY FACILITIES

- | | |
|----------------------------|---------------------------------------|
| City Boundary | Primary Emergency Operations Center |
| Sphere of Influence | Alternate Emergency Operations Center |
| Beaumont Police Department | |
| Beaumont City Fire Station | |

Figure 9.2 Evacuation Routes



EVACUATION ROUTES

- City Boundary
- Sphere of Influence
- Evacuation Route
- Future Evacuation Route

EMERGENCY PREPAREDNESS¹

The City of Beaumont's public safety personnel plan trains for responses to all types of emergency and disaster situations that could affect the health and safety of the City's residents, visitors, and business owners. The City of Beaumont seeks to reduce loss of life and protect the environment and property from natural hazards and man-made disasters by promoting citizen awareness of and preparedness for emergency situations.

During an emergency in the City of Beaumont, operations are coordinated from the City's Emergency Operations Center (EOC). The EOC centralizes the collection and dissemination of information about the emergency and makes policy-level decisions about response and the allocation of resources. The Primary EOC location is at the Chatigny Recreation Center (CRC) located on the northeast corner of Oak Valley Parkway and Cherry Avenue. The alternate EOC location is the Beaumont City Hall Facility located at 550 E 6th Street. The City Emergency Services Coordinator (ESC) is responsible for maintaining operations of each emergency facility; ensuring it is always ready to operate.

The City's Emergency Services Department manages a highly effective community engagement program including facilitating a Community Emergency Response Team (CERT) training program, conducting emergency preparedness presentations for local private community organizations and service groups, and participates in the Beaumont Unified School District response program. The City also contracts with the Riverside County Fire Department for hazardous materials response and has a working relationship with the County of Riverside's Environmental Health Agency.

EVACUATION ROUTES

Pursuant to State law, Safety Elements must indicate evacuation routes that would be used in the event of an emergency. Major evacuation routes are noted in Exhibit 9-2 and include the two freeways in the City, as well as several major roadways. The major roadways that are identified as evacuation routes include Brookside Avenue, Oak Valley Parkway, Highland Springs Avenue, and Beaumont Avenue. In addition, an interchange at Potrero Boulevard and SR-60 is under construction and an extension of Potrero eastward to connect to Highland Springs Avenue is planned. After the completion of the extension, Potrero Boulevard shall be designated as an evacuation route as well. During any future development activities, measures will be taken to maintain these roadways' use at all times.

¹ City of Beaumont EOP, 2018

KEY ISSUES + OPPORTUNITIES

This section provides a snapshot of several key issues and opportunities related to safety, including natural and human-caused hazards. It is organized around six priority safety issues required by State law:

- Fire and wildfire hazards
- Seismic and geologic hazards
- Flooding
- Extreme weather
- Emergency preparedness
- Human-caused and other hazards

The Safety Element establishes and supports the implementation of mitigation strategies to reduce potential safety risks in the community.

FIRE HAZARDS

The City relies on the California Fire Code and Riverside County Ordinance 787, including guidance on fire prevention, safety, and evacuation. As noted in Figure 9.1, both fire stations in the City are located in Downtown Beaumont. Recent increases in residential development on the west end of town have raised concerns regarding the Fire Department's ability to meet acceptable response times and community needs.

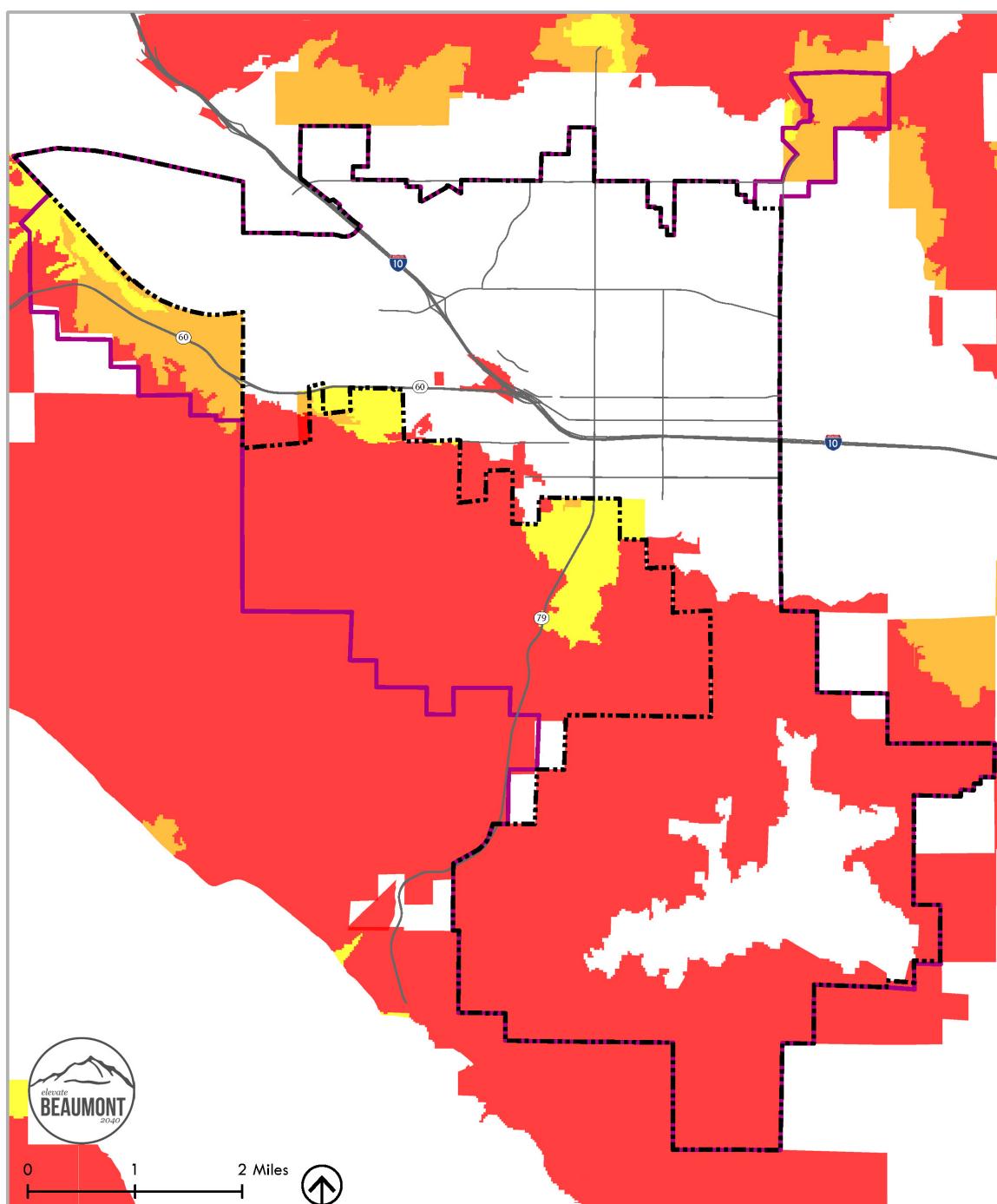
WILDFIRE HAZARDS

Fire Hazard Severity Zone Maps chart the areas across the State that are at risk for wildfires. These risk maps, drawn by CAL FIRE in 2007, are created by a computerized model that considers terrain, vegetation and the location of past fires. In Beaumont, Moderate, High, and Very High Fire Hazard Severity Zones (FHSZ) are in and near undeveloped land, both within the existing City limits and in the Sphere of Influence. High and Very High FHSZ are in the northeast portion of the City and Sphere near the San Bernardino Mountains as well as in undeveloped areas in the Potrero Reserve along State Route-79 in the southern portion of the City (See Figure 9.3). The undeveloped area within the Potrero Reserve is largely composed of shrub and grassland communities, which may provide fuel for wildfires.

Beaumont has also been identified by CAL FIRE as being located within a “wildland-urban interface”. The “wildland-urban interface” includes areas where homes or structures are intermixed with wildlands, which creates high wildfire risk. Historically, several fires have occurred in the wildland-urban interface in Riverside County and the threat intensifies under the Santa Ana winds and other extreme fire weather conditions.

As shown in Figure 9.4, parts of the area within the City and the Sphere of Influence that fall under the VHFHSZ are designated (developed or planned for development) for industrial, institutional, office and retail, and lower density residential uses west of SR-79. East of SR-79, planned land uses

Figure 9.3 Fire Hazard Severity Zone Map

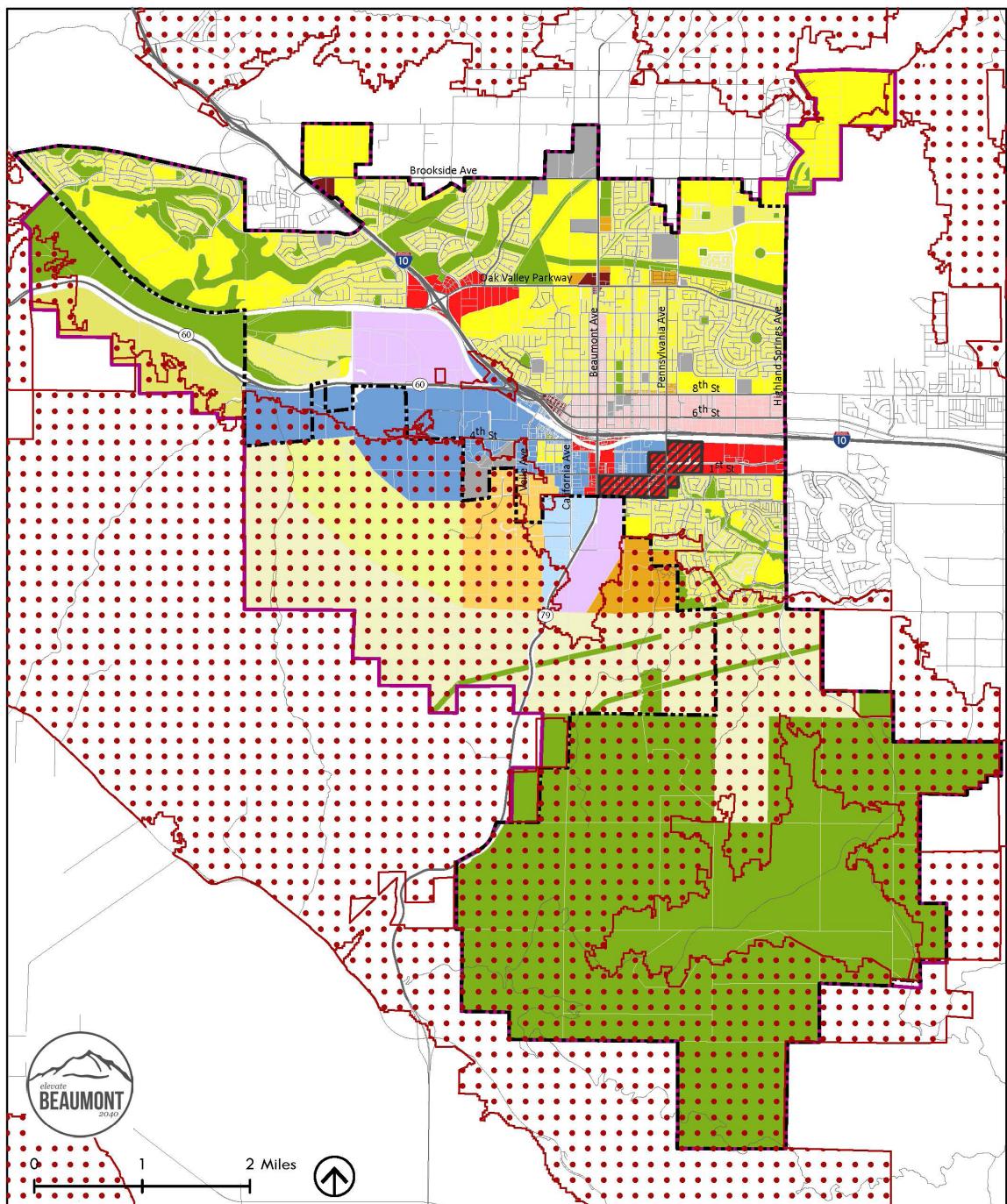


FIRE HAZARD SEVERITY ZONE

- Legend:

 - City Boundary (Black line)
 - Sphere of Influence (Purple box)
 - Moderate (Yellow)
 - High (Orange)
 - Very High (Red)

Figure 9.4 Fire Hazard Severity Zone + Planned Land Uses Map



PLANNED LAND USES IN VERY HIGH FIRE SEVERITY ZONES

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

include mixed use residential and high density, multi-family residential. Any future development in these areas must mitigate wildfire risk with appropriate protections.

Climate change is expected to exacerbate drought conditions, potentially increasing the frequency and intensity of wildfires and altering the distribution and character of natural vegetation. California's Fourth Climate Change Assessment reported a projected increase in wildfire frequency Statewide by 50 percent under a high emission scenario. Across the Inland Desert region, which includes San Bernardino and Riverside Counties, weather is expected to get hotter and drier over the 21st century. An increase in wildfires will place more buildings and infrastructure at risk and can also be a significant source of air quality pollution.

SEISMIC HAZARDS

The City of Beaumont is located within a seismically active region located at the junction of the Transverse Ranges and the Peninsular Ranges. These two physiographic provinces experience continual seismic activity associated with the lateral movement of the North American and Pacific tectonic plates. The San Andreas Fault system, located northeasterly of the City, is believed to form the boundary between these two plates, although some of the seismic motion is distributed to nearby, related faults. Important faults that could affect the City in the future include the San Jacinto Fault, San Andreas Fault Zone, Banning Fault, and Beaumont Plains Fault Zone. The City of Beaumont seismic zones are identified in Figure 9.5.

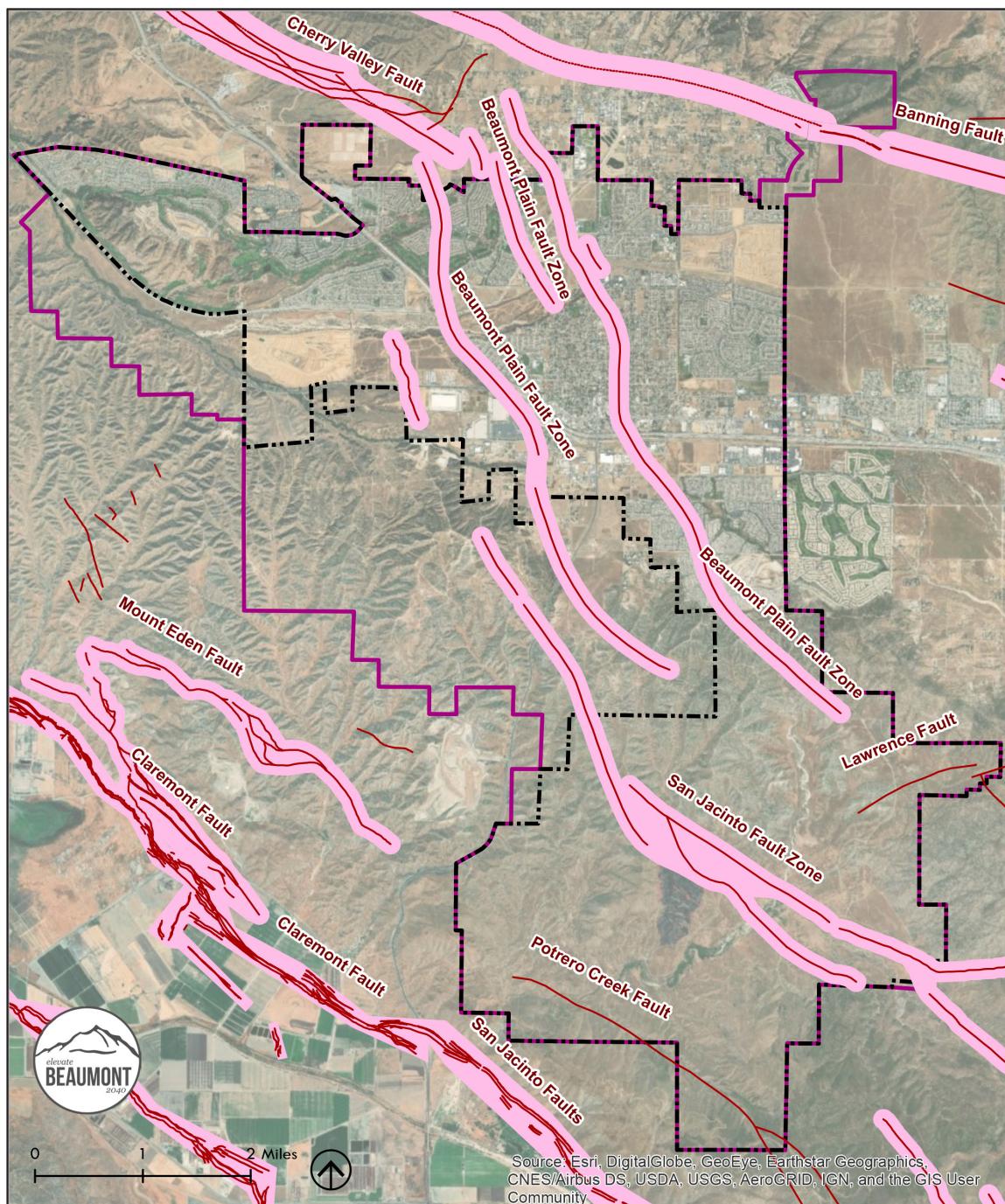
SOILS

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. Liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. Areas within Riverside County susceptible to liquefaction hazards are depicted within the County of Riverside's General Plan. The City of Beaumont has areas of low and moderate liquefaction susceptibility as reflected on Figure 9.6.

Ground subsidence refers to the sudden shrinking or gradual downward settling and compaction of the soil and other surface material with little or no horizontal movement. It may be caused by a variety of human and natural activities including groundwater withdrawal and ground shaking due to earthquakes. Land subsidence and associated fissuring have been documented in some areas of Riverside County. The City of Beaumont has known areas susceptible to ground subsidence as identified on Figure 9.7. The majority of the existing City is in the low susceptibility areas, but some of the areas in the western portion of the City, where newer development is proposed, are in a moderate susceptibility area. Geotechnical analyses will be required for new development projects to ensure that buildings are designed adequately to address impacts from ground subsidence.

Expansive soils have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can occur in hillside areas, as well as low-lying alluvial basins. Although expansive soils are now routinely alleviated by following

Figure 9.5 Seismic Zones



SEISMIC ZONES

- City Boundary
- Faults Zones
- Sphere of Influence
- Faults

Figure 9.6 Liquefaction Areas

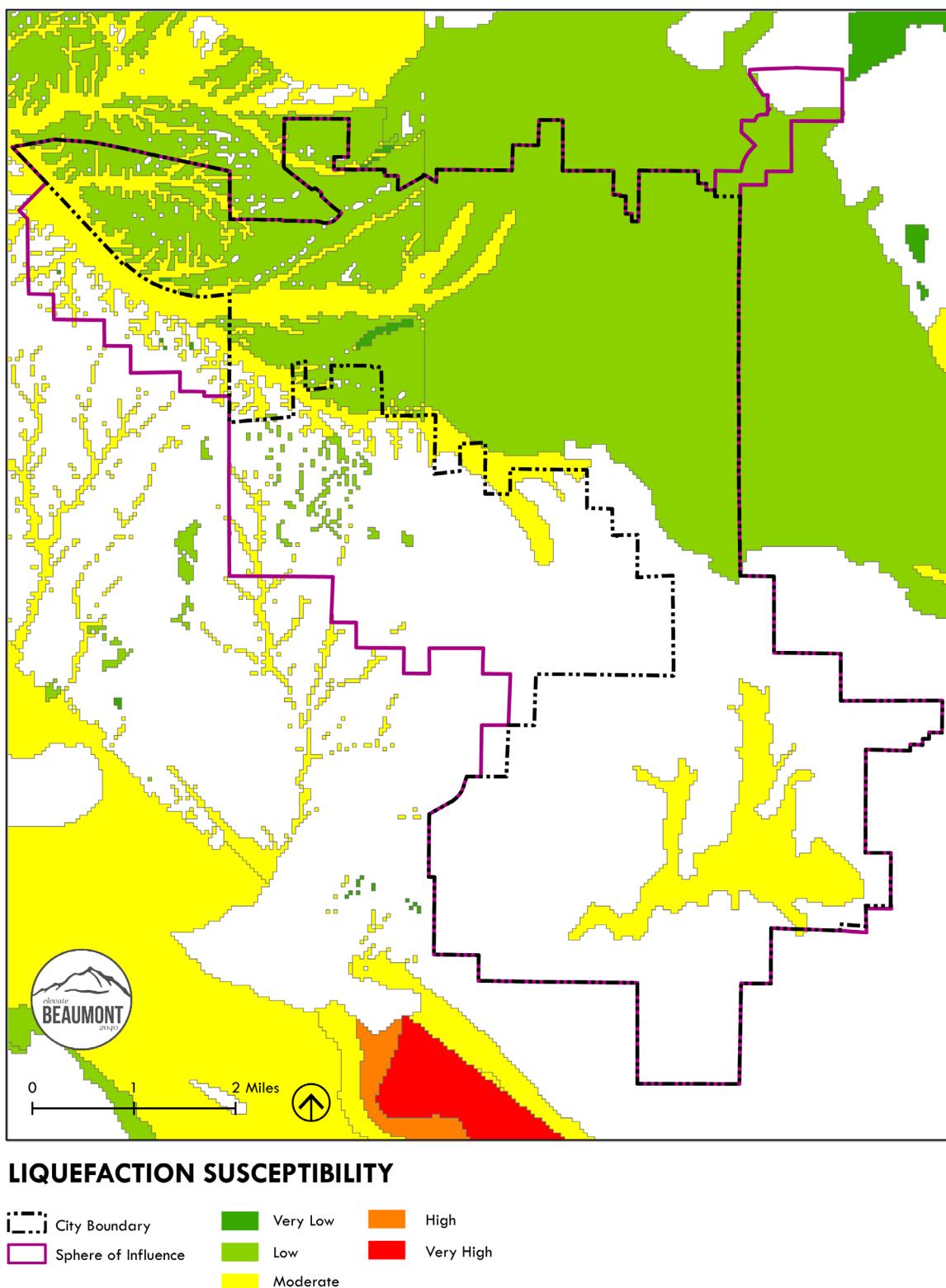
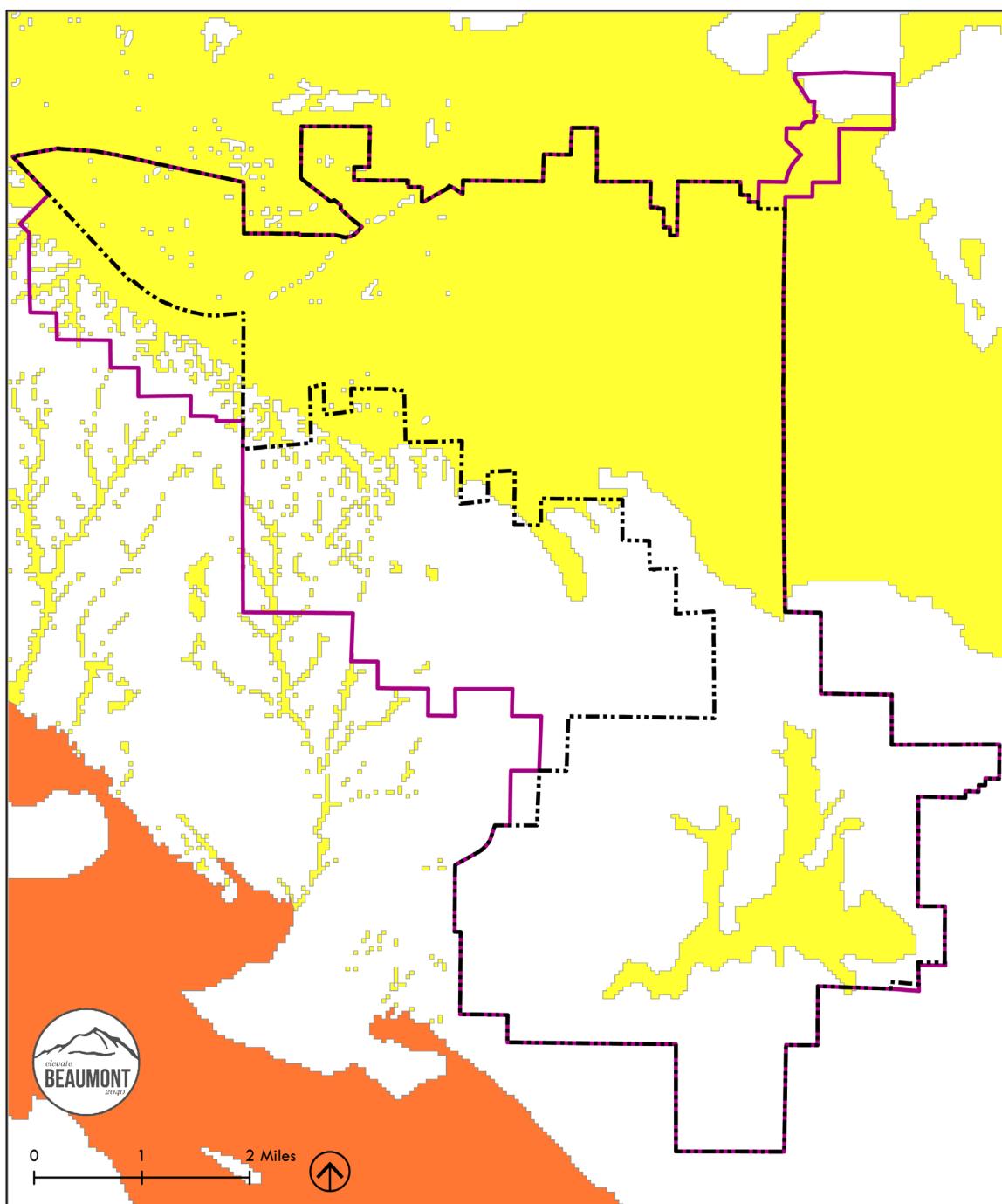


Figure 9.7 Ground Subsidence Areas



SUBSIDENCE SUSCEPTIBILITY

- | | | | |
|--|---------------------|--|-------------|
| | City Boundary | | Active |
| | Sphere of Influence | | Susceptible |

the California Building Code, problems related to past inadequate grading or site preparation practices constantly appear. Expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement and landslides can cause similar damage, but require different mediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation or through the excavation and removal of the expansive soils in the affected area.

TSUNAMI HAZARDS

Due to Beaumont's inland location, tsunami hazards are not a threat to the City.

FLOODING HAZARDS

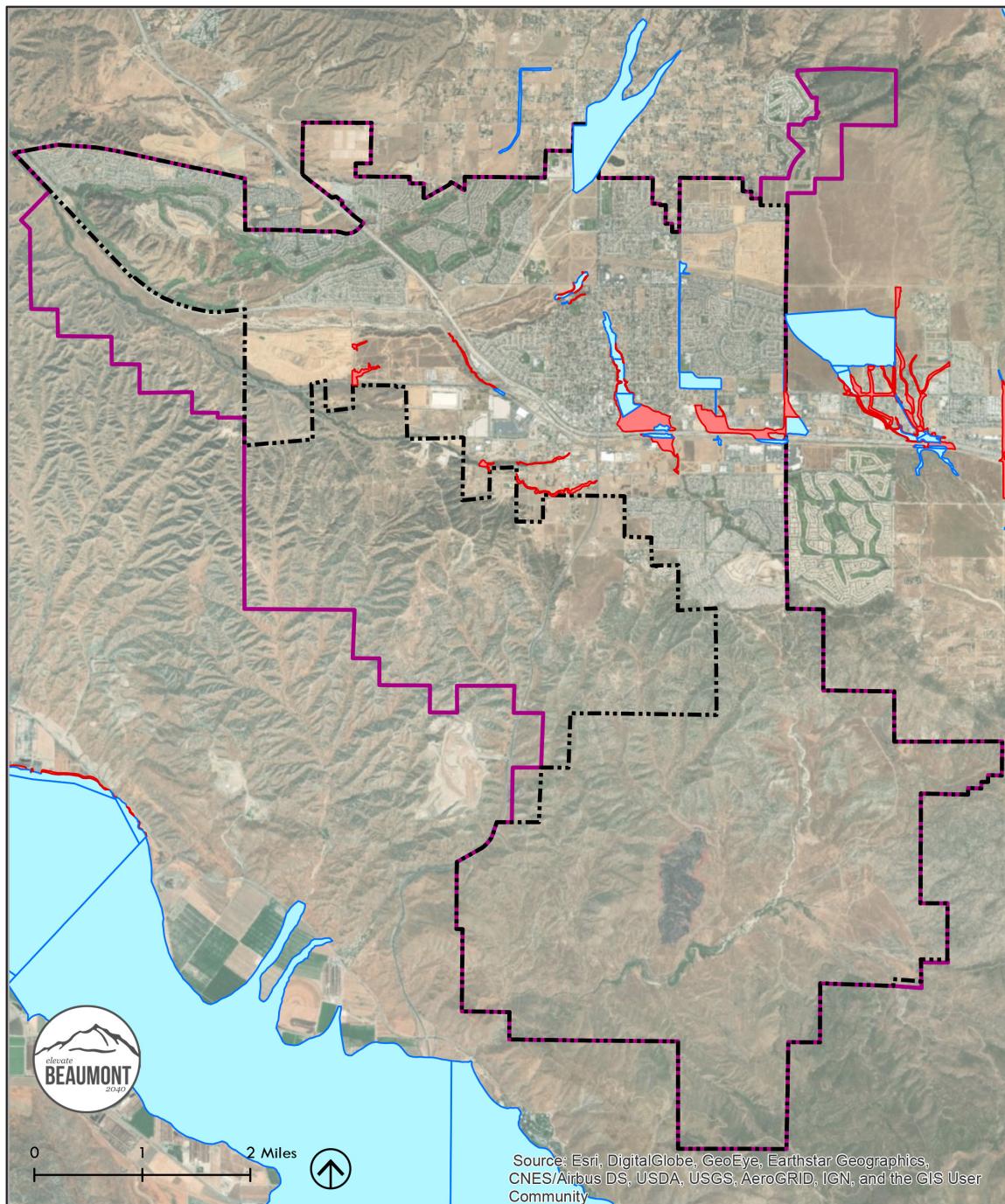
Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into three distinct drainage areas. San Timoteo Creek drains westward from San Gorgonio Pass into the Santa Ana River Basin. Two drainage areas lie west of the peak. Part of the area drains generally south into Potrero Creek that traverses the "Badlands" area to flow into the San Jacinto River, which then flows into the Santa Ana River Basin. The third drainage area drains east into Smith Creek. Smith Creek descends into the east side of San Gorgonio Pass into the Whitewater River, continuing southeast through the Coachella Valley into the Salton Sea.

Flooding within the City has historically resulted from seasonal storms. Precipitation from these storms occasionally lasts for several days, with higher rainfall amounts recorded in the nearby mountains than on the valley floor. Local winter storms may occur concurrent with strong cold fronts or deep upper level low pressure centers, and like localized summer storms, may be of high intensity with concentrated precipitation over small areas. Minor floods occasionally exceed natural channel capacities, with localized inundation of adjacent urban and agricultural areas. For the most part, these are considered nuisance drainage problems. Planned regional drainage improvements have removed significant flood hazards from most developed areas of the City. When flooding occurs, it originates from the steep mountainous area to the north of the community, which contains sparse vegetation and is relatively arid. As a result, floodwaters develop rapidly and can cause flash floods.

Severe storms also produce high water levels in flood channels (north of the City) and flooding. The northern areas that have been subject to these floods are: Noble and Little San Gorgonio Creeks located north of Cherry Valley, and Smith and Pershing Creeks located northeast in Highland Springs. The periodic flash floods reach high velocities due to the steep terrain in the north and carry a significant amount of debris which blocks the flood channel at slope areas of 1% to 2%, causing heavy deposition. When this occurs, debris blocks flood control channels, particularly where they cross under freeways, resulting in significant flooding in the vacant land areas within the City's Sphere of Influence. According to the most recent FEMA maps, the portions of the planning area located in a 100-year flood zone are found in the Old Town area, along Cherry Avenue, and along a portion of Highland Springs Avenue. Figure 9.8 illustrates the 100-year and 500-year flood zones within the City.

The Riverside County Flood Control and Water Conservation District (District) provides flood control facilities planning, design, operation, and maintenance within the City limits. The District

Figure 9.8 Flood Hazards Map



FLOOD HAZARDS

- | | |
|---|---|
|  City Boundary |  1% Annual Chance Flood Hazard |
|  Sphere of Influence |  0.2% Annual Chance Flood Hazard |

has several flood control facilities currently within the City, including, underground storm drains, open channels, retention basins, debris basins, spreading grounds, and culverts. The District's Master Drainage Plan for the Beaumont Area analyzes drainage issues in Beaumont and provides solutions for drainage issues within the plan area. The Plan also describes the location, size and capacity of flood control facilities that are needed for current development and anticipated growth.

HIGH WIND HAZARDS

High winds are common in the Pass Area and in Beaumont. Beaumont is considered an extreme wind area and a combination of unfavorable conditions can make it deadly for citizens and firefighters. High winds can be hazardous and result in property damage or risk to residents.

High winds in the City are influenced by the City's proximity to the San Gorgonio Pass, which is one of the windiest places in southern California. The prevailing winds are from the west in spring, summer, and early fall. During summer thunderstorms, the winds will sometimes be from the southeast. The westerly winds that blow through the far eastern portion of the Pass are a function of the marine air layer, which develops over Coastal Southern California. When this layer attains a thickness of over 3,000 feet, a condition associated with spring and early summer, it pours cool air through the San Gorgonio Pass and into the Coachella Valley, causing high winds.

Potentially hazardous conditions exist in open, sparsely developed areas. Such hazards can be placed in three major categories: 1) damage directly from the wind (e.g., falling trees or limbs, damaged power lines, and roofs), 2) blowing sand and dust, and 3) soil erosion.

EROSION

Beaumont is located within a moderate wind erodibility susceptibility area, as noted in the County of Riverside General Plan (2015).² Erosion is a normal geologic process whereby earth materials are loosened, worn away, decomposed, or dissolved and are removed from one place and transported to another. The hazard of erosion is also increased when vegetation is removed and the soil surface is disturbed and left barren. The City of Beaumont and the Sphere of Influence face exposure to potential erosion hazards due to wind, although the large number of trees and windbreaks in developed portions of Beaumont greatly reduce the adverse impacts of wind.

Blowing sand and dust, and soil erosion are most likely to be significant during a change from open space to other land uses, as well as when agricultural land is exposed down to bare soil. At such times, plowing or grading operations, if not properly controlled, expose soils and create wind erosion hazards. As such, this Element includes policies aimed at mitigating dangers posed by high winds and soil erosion, especially during construction.

² The County of Riverside General Plan can be found here: <https://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

CLIMATE CHANGE + EXTREME WEATHER

Climate change describes the long-term shift in global and regional weather patterns. This includes changes in average annual temperatures, timing and amount of local precipitation, frequency and intensity of extreme weather events, sea level changes, and other aspects of weather. In California, climate change is expected to account for the loss of at least 48 percent of the Sierra snowpack by 2050.³ The snowpack provides natural water storage for the State. The San Gorgonio Pass Water Agency is the primary importer of water to the region. The major imported water facility which provides water to the region is the California Aqueduct East Branch Extension (EBX).

Additionally, two-thirds of California's native flora will experience a greater than 80 percent reduction in suitable climate range within a century. Depending on the extent of these changes, climate change may result in significant social, economic, and environmental consequences for residents and businesses.

TEMPERATURE

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

For California, the average annual temperature is expected to rise 1.8°F to 5.4°F by 2050 and 3.6°F to 9°F by the end of the century. For the Beaumont area, scientists expect average temperatures to increase between 3.7°F and 6.7°F. These long-term temperature increases will be experienced along with short-term variation (daily, annual, and multi-year) in temperature related to earth system changes, such as El Niño, La Niña, or volcanic eruptions. As a result, temperatures for a single day or year may be higher or lower than the long-term average.

EXTREME HEAT EVENTS

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

³ California Department of Water Resources. 2019. Available from: <https://water.ca.gov/Programs/All-Programs/Climate-Change-Program/Climate-Change-and-Water>

PRECIPITATION

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

VULNERABLE POPULATIONS

The impacts of climate change present serious health risks to California's most vulnerable populations, particularly extreme heat events. The effects of extreme heat on human health are well-documented. Increased temperature or extreme heat days can increase heat-related mortality, cardiovascular-related mortality, respiratory mortality, and heart attacks, while increasing hospital admissions and emergency room visits. Extreme heat can also affect a person's ability to thermo-regulate, causing heat stress and even death. Exposure to extreme heat during pregnancy is related to lower birth weight, especially in the second and third trimesters.

A number of factors contribute to the vulnerability of an individual to extreme heat. Internal factors include age (over 65 and infants and children) and medical conditions (e.g., cardiovascular disease, diabetes, and mental illness). This presents an increasing risk to Beaumont, which has a large aging population, 67% of residents are over age 50, and under age 5 population (12%), which continues to grow as more young children and families move to Beaumont. External factors also contribute to climate change vulnerability, such as homelessness, poverty, and environment, particularly for populations living in close proximity to the freeway, areas with low tree canopy, and lack of access to resources, like air conditioning or a vehicle. Because climate change impacts are closely intertwined with vulnerable populations and inequities, climate adaptation planning presents a unique opportunity to address some of the external factors that contribute to climate change vulnerability, which are also root causes of inequity. Addressing these underlying causes can help increase resilience for all Beaumont community members.



Snow in Beaumont adds to extreme weather events.

ADAPTATION + RESILIENCE

Climate change will impact the health of residents. Certain populations such as older adults, young children and infants, pregnant women, and people with chronic illnesses are more susceptible to health impacts. Lower-income communities and communities of color are also more susceptible to the effects of extreme heat due to existing social inequities. In Riverside County, extreme heat, poor air quality, regional drought, vector-borne disease, among other climate hazards are anticipated to negatively affect human health, health behaviors, and the socioeconomic factors that influence health outcomes.

URBAN FOREST

Urban tree canopy, green streets, and parks are all part of the infrastructure that supports an urban forest. In addition to providing shade, cleaning the air, energy savings, and reducing stormwater pollution, urban forests are beneficial to physical and mental health. Urban forests contribute to a healthier, more livable, and prosperous community. In addition to providing shade to a home, urban forest can also have a positive effect on property value. The City has articulated goals to preserve, protect and increase its urban forest.

Oak trees are a valuable asset in the city, but can be negatively impacted by land uses, invasive species, and vegetation changes. The longevity and slow reproductive rates of oaks make them particularly susceptible to the effects of climate change. Oak trees within unincorporated areas of Riverside County are protected by the County Tree Management Guidelines, County General Plan, and Tree Removal Ordinance. As a part of this General Plan, the City is adopting policies to protect Oak trees within the City limits. (see Land Use + Community Design Element)

Lower-income areas and communities of color are more likely to live in urban areas lacking enough park space or tree canopy coverage, and are therefore, more prone to suffer from urban heat island effect, which increases the magnitude of extreme heat events.



Street tree canopy on Edgar Avenue in Beaumont.

GOALS + POLICIES

The following section includes goals and policies for the Safety Element. Goals and policies are followed by implementation actions.

CRIME PREVENTION

Goal 9.1: A City with a high standard of law enforcement services that has a focus on community-based crime prevention.

Policies:

- 9.1.1** Maintain sufficient levels of City law enforcement services and facilities to support existing residents and future growth. Coordinate with the Riverside County Sheriff in its efforts to provide adequate law enforcement services within the City's Sphere of Influence.
- 9.1.2** Strive to improve service delivery and efficiency of the Beaumont Police Department.
- 9.1.3** Coordinate with local, State, and Federal law enforcement agencies in crime prevention efforts.
- 9.1.4** Continue to foster positive, peaceful, mutually supportive relationships between Beaumont residents and the police. Encourage increased community involvement and activities, such as block parties, to reduce criminal activity.
- 9.1.5** Coordinate with local partners to encourage community-based crime prevention efforts.
- 9.1.6** Promote after school, volunteer, and Business and Neighborhood Watch programs, and other innovative programs to help maintain a safe environment.
- 9.1.7** Encourage development and operation of community and recreational facilities as a preemptive strategy to reduce youth-related crime. Expand opportunities for positive law enforcement and youth interaction.

Goal 9.2: A City with improved community safety and reduced opportunities for criminal activity through appropriate physical design.

Policies:

- 9.2.1** Implement Crime Prevention Through Environmental Design (CPTED) principles with:
 - Site design techniques that maximize natural surveillance and reduce the potential for criminal activity.
 - Policies and regulations that encourage a mixture of compatible land uses to promote visibility and higher levels of activity and increase the safety of public use areas and of pedestrian travel.
 - Improve lighting and nighttime security across all City neighborhoods, especially in existing or potential crime problem areas.
 - Involve the City's Police Department in the development review process for evaluation of building and site plan vulnerabilities to criminal activities, especially for public areas within developments.

DISASTER PREPAREDNESS

Goal 9.3: A City that provides effective emergency response following a natural or human-caused disaster.

Policies:

- 9.3.1** Ensure that the City's Emergency Operations Plan is regularly updated to be compatible with Federal, State and local emergency requirements and latest FEMA Best Practices.
- 9.3.2** Continue to partner with local emergency management organizations to implement coordinated emergency response planning.
- 9.3.3** Continue to educate City staff, residents, and businesses regarding appropriate actions to take during an emergency.
- 9.3.4** Promote community-based, emergency preparedness programs and disaster education awareness, including the City's annual emergency system training.
- 9.3.5** Support the existing Community Emergency Response Team (CERT) program to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.
- 9.3.6** Maintain emergency procedures for the evacuation and control of population in identified flood hazard areas in accordance with Section 8589.5 of the California Government Code.

Goal 9.4: A City that is protected from the effects of natural and man-made disasters.

Policies:

- 9.4.1** Continue coordinated review of development proposals with the Police Department and Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new development planned or proposed in the City and City's Sphere of Influence.
- 9.4.2** Conduct a community risk assessment or hazard profile in partnership with fire crews, community members, and city staff to identify specific target hazards, including critical facilities, community assets, and historical buildings.
- 9.4.3** Maintain adequate levels of staffing for fire protection and emergency services by:
 - Retention of current staffing positions,
 - Forecast of future demand, and
 - Provision of additional staff, equipment and technology acquisition, and facilities when fiscally appropriate and needed.
- 9.4.4** Ensure that backup power is maintained in critical facilities across the City.
- 9.4.5** Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.
- 9.4.6** Restrict new development in areas where adequate access cannot be achieved, unless remedies are proposed that alleviate the constraints.
- 9.4.7** Develop a fire service standards study, including identification of existing and future

needs and recommendations to address challenges posed by Beaumont's topography, vegetative hazards, road network, extent of fire emergency, and safety personnel capacity.

FIRE AND WILDFIRE

Goal 9.5: A City with enhanced fire and emergency response services.

Policies:

- 9.5.1** Ensure that the locations of new and existing fire protection facilities provide a consistent level of service across the City. Fund and support new fire stations, personnel, and equipment as needed to meet NFPA and County Fire response standards. Partner with CAL FIRE to establish minimum staffing levels for each fire company or each duty shift.
- 9.5.2** Increase Fire Department resources and facilities to the western portion of Beaumont to decrease current response times to the targeted response time of five minutes.
- 9.5.3** Provide an adequate level of paramedic service for emergency medical aid for patients.
- 9.5.4** Continue code enforcement efforts to reduce fire hazards associated with older buildings.
- 9.5.5** Coordinate with the Beaumont-Cherry Valley Water District to ensure that water pressure for existing and future developed areas is adequate for firefighting purposes.
- 9.5.6** Provide fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage.
- 9.5.7** Continue to provide technical and policy information regarding structural and wild land fire hazards to developers, interested parties, and the general public through all available media.
- 9.5.8** Continue to support and promote the Riverside County Fire and CAL FIRE Ready Set Go program.
- 9.5.9** Coordinate with CAL FIRE, Riverside County Fire Department, and other agencies to provide emergency services training for residents and City staff, and promote fire prevention programs, including raising awareness about fire safe landscaping and buffer zones in areas of wildfire risk.

Goal 9.6: A City that protects human life, land, and property from the effects of wildland fire hazards.

Policies:

- 9.6.1** Inventory and assign risk levels for wildfire hazards to assist in regulating the allowable type, density, location, and/or design and construction of new developments, both public and private.
- 9.6.2** Update development standards to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations.
- 9.6.3** Ensure that development in Very High Fire Hazard Severity Zones minimizes the risks

of wildfire through planning and design of structures in accordance with the California Building Code Chapter 7A. Ensure adequate provisions for vegetation management, emergency access, and firefighting.

- 9.6.4** Require new development in the High and Very High Fire Hazard Severity Zones to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.
- 9.6.5** Prohibit new public or critical facilities in Very High Fire Hazard Severity Zones, except when other options do not exist.
- 9.6.6** Require property owners to clear brush and high fuel vegetation and maintain fire-safe zones (a minimum distance of 30 feet from the structure or to the property line, whichever is closer) to reduce the risk of fires. For structures located within a Very High Fire Hazard Severity Zone, the required brush distance is up to 200 feet from structures up to their property line.
- 9.6.7** Continue to enforce the weed abatement ordinance to mitigate potential fire hazard risks.
- 9.6.8** Require that developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation) to reduce the threat of wildfires. Fuel modification areas shall be located within the project site and shall be clearly delineated on grading plans.
- 9.6.9** Ensure that re-development after a large fire complies with the requirements for construction in the High and Very High Fire Hazard Severity Zones for fire safety.
- 9.6.10** Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

SEISMIC SAFETY

Goal 9.7: A City that protects safety of human life, land, and property from the effects of earthquakes and geotechnical hazards.

Policies:

- 9.7.1** As new versions of the California Building Code (CCR Title 24, published triennially) are released, adopt and enforce the most recent codes that contain the most recent seismic requirements for structural design of new development and redevelopment to minimize damage from earthquakes and other geologic activity.
- 9.7.2** Require that all development projects within designated Alquist-Priolo Earthquake Fault Zones are accompanied by appropriate geotechnical analysis.
- 9.7.3** Coordinate with the National Earthquake Hazard Reduction Program of the Federal Emergency Management Agency (FEMA) to identify earthquake risks and available mitigation techniques.
- 9.7.4** Proactively seek compliance with the Alquist-Priolo Earthquake Fault Zoning Act by coordinating with the California Geological Survey and the United States Geological Survey (USGS) to establish and maintain maps establishing affected parcels within the City boundaries and the Sphere of Influence.
- 9.7.5** Ensure that Building and Safety agencies include thorough plan checks and inspections

of structures vulnerable to seismic activity, fire risk, and flood hazards. Additionally, recommend the periodic observation of construction by design professionals.

- 9.7.6** Promote greater public awareness of existing state incentive programs for earthquake retrofit, such as Earthquake Brace and Bolt, to help property owners make their homes more earthquake safe.

FLOODING

Goal 9.8: A City with reduced potential flood hazards.

Policies:

- 9.8.1** In coordination with the Public Works Department, annually review the City's Land Use and Flood Hazard Maps to ensure that they accurately reflect areas recognized by FEMA as being subject to flooding.
- 9.8.2** Restrict development in Flood Hazard Areas.
- 9.8.3** Work closely with Federal and regional partners to perform timely reviews of potential flood hazards and identify mitigation strategies.
- 9.8.4** Require all new developments to mitigate potential flooding that may result from development, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and the adequate siting of structures located within flood plains.
- 9.8.5** Limit future development of critical facilities including, but not limited to, hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities within the boundaries of the 100-year flood plain.
- 9.8.6** Encourage critical facilities to implement feasible design mitigation measures that ensure the building will not flood during a 100-year flood event to greatest extent practical.
- 9.8.7** Support regional efforts to control and mitigate existing potential flood related problems.
- 9.8.8** Evaluate the feasibility of expanded joint-use of open space lands and utility easements for flood control.
- 9.8.9** Encourage property owners and residents to purchase flood insurance for areas outside of the FEMA-mapped 100-year flood zones, especially in areas that have experienced flooding in the past.

HIGH WINDS

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

Policies:

- 9.9.1** Consider potential risk posed by high winds in the City in the review of new development applications including those for signs.
- 9.9.2** Require implementation of best practices for dust control at all excavation and grading projects.

- 9.9.3** Prohibit excavation and grading during high wind conditions, defined as instantaneous wind speeds that exceed 25 miles per hour by South Coast AQMD.
- 9.9.4** Continuously monitor multi-hazard threats during high wind and associated wildfire conditions. Allocate appropriate firefighting and emergency personnel resources to effectively respond to multi-hazard threats.

CLIMATE CHANGE

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policies:

- 9.10.1** Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.
- 9.10.2** Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:
- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
 - Support and incentivize, as feasible, energy efficiency and weatherization programs.
 - Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
 - Provide shade structures in public parks, outdoor playgrounds, and bus shelters.
- 9.10.3** Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:
- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
 - Use of water conservation measures in new development beyond current requirements.
 - Installation of recycled water use and graywater systems.
- 9.10.4** Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.
- 9.10.5** Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.
- 9.10.6** Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

- 9.10.7** Establish ordinances that require critical facilities, such as schools, hospitals, and cooling centers, to provide redundant backup systems including generator power, solar, and wind turbine power sources.

HAZARDOUS MATERIALS

Goal 9.11: A City with minimized risk associated with hazardous materials.

Policies:

- 9.11.1** Require all users, generators, and transporters of hazardous materials and wastes to provide and maintain an updated inventory of hazardous waste and materials, associated handling procedures, and clean up response plans.
- 9.11.2** Require an assessment of hazardous materials use as part of environmental review and/or include approval of the development of a hazardous management and disposal plan, as a condition of a project, subject to review by the County Environmental Health Department.
- 9.11.3** Work with responsible Federal, State, and County agencies to effectively regulate the management, disposal, and appropriate remediation for accidental spills of hazardous materials and hazardous waste.
- 9.11.4** Work with responsible Federal, State, and County agencies to prepare contingency plans for potential accidental spills of hazardous materials along the major transportation freeways, roadways and rail corridors that transect the City.
- 9.11.5** Prohibit placement of proposed new facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials near existing sensitive land uses (such as homes, schools, child-care centers, nursing homes, senior housing, etc.), that may be adversely affected by such activities.
- 9.11.6** Establish clear policies and procedures in the event of a hazardous contamination. Recommend and offer trainings to private sector companies.
- 9.11.7** Coordinate with regulatory agencies regarding remnant safety hazards and future utilization of contaminated sites within Potrero Reserve and elsewhere in the City.
- 9.11.8** Adopt ordinances that reduce the level of risk from hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public, industries, and businesses.
- 9.11.9** Promote proper hazardous waste disposal by hosting regular bi-annual or quarterly collection events.

IMPLEMENTATION

Table 9.1 Safety Implementation Programs

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|------------------------------|--|----------|------------|--|
| CRIME PREVENTION | | | | |
| S1 | Police Department Staffing Ratio. Work with the police department to establish resource needs to sustain minimum staffing levels. | High | Short | Beaumont Police |
| S2 | Crime Prevention Design. Update municipal code to ensure that site design and planning techniques that reduce the potential for criminal activity (e.g., CPTED) are included. | Medium | Medium | Planning, Beaumont Police |
| S3 | Safety Taskforce. Establish a safety task force that meets with staff from the Riverside County Sheriff, police department, and other law enforcement agencies to coordinate crime prevention strategies in the City and within the Sphere of Influence. | Medium | Medium | Beaumont Police |
| S4 | Community and Recreational Programs. Establish/expand community and after-school programming for at-risk youth. | Medium | Long | Community Services, Police, Parks & Recreation, BUSD |
| S5 | Budget Review. Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development. | Medium | Medium | Planning, Beaumont Police, CAL FIRE |
| S6 | Lighting Study. Assess existing lighting needs in the city, including areas that need improved lighting or potential crime prone areas. | Medium | Medium | Public Works, Community Services |
| DISASTER PREPAREDNESS | | | | |
| S7 | Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets. | High | Medium | Beaumont Police, CAL FIRE, Public Works |
| S8 | Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379. | High | Medium | Planning, Public Works |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--------------------------|---|----------|--------------|---|
| S9 | Safety Information Campaign. Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake. | Medium | Medium | CAL FIRE, Beaumont Police |
| S10 | Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events. | Medium | Medium | CAL FIRE, Beaumont Police |
| S11 | Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities. | Medium | Medium | CAL FIRE, Beaumont Police, Community Services |
| FIRE AND WILDFIRE | | | | |
| S12 | Fire Hazard Risk Assessment. Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk. | High | Medium | CAL FIRE |
| S13 | Municipal Code Updates. Update municipal code to require that <ul style="list-style-type: none"> • new public facilities are located outside of Very High Fire Hazard Severity Zones, when feasible. • developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation). • development in High and Very High Fire Hazard Severity Zones prepares a fire protection and evaluation plan. • new development provides emergency access (i.e., two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire. • all existing and new homes and businesses have visible street addressing and signage | High | Short-Medium | Public Works, CAL FIRE, Building and Safety |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-----------------------|--|----------|------------|---|
| S14 | Fire Suppression Guidelines. Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage. | High | Medium | CAL FIRE |
| S15 | Buffer Zone. Define a protected buffer zone that separates wildlands from vulnerable development to mitigate the risk of potential wildfires. | High | Medium | CAL FIRE |
| S16 | Water Assessment. Confirm that water pressure is adequate for firefighting purposes in existing and future developed areas. | High | Short | CAL FIRE, BCVWD |
| SEISMIC SAFETY | | | | |
| S17 | California Building Codes. Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released. | High | Medium | Public Works, Building & Safety |
| S18 | Earthquake Hazard Reduction Ordinance. Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open-front wall lines in housing constructed before 1980. | Medium | Medium | Building and Safety |
| S19 | Code Enforcement. Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous. | High | Medium | Police, Building & Safety, Code Enforcement |
| S20 | Seismic Retrofit Incentive Program. Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980. | Medium | Medium | Building and Safety |
| S21 | Geologic Instability Mitigation. Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified. | High | Medium | Building and Safety, Public Works |
| FLOOD CONTROL | | | | |
| S22 | Flood Control Maps. Regularly update City's maps to reflect latest FEMA designations. | High | Short | Public Works |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|----------------------------|---|----------|------------|---|
| S23 | Update Municipal Code. Update municipal code to require: <ul style="list-style-type: none"> on site stormwater runoff retention limit stormwater runoff impacts on adjacent properties | High | Short | Public Works |
| HIGH WINDS | | | | |
| S24 | Design Review. Develop guidelines for multi-hazard design measures that mitigate the effects of high winds and consider other potential risks. | Medium | Medium | Building and Safety |
| S25 | Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions. | Short | Medium | Building and Safety, Public Works |
| CLIMATE CHANGE | | | | |
| S26 | Cooling Centers. Establish cooling centers to reduce Beaumont residents' vulnerability to extreme heat events and severe storms. | High | Short | Community Services |
| S27 | Critical Facilities. Upgrade building code to require critical facilities to operate on micro-grids, including generator power, solar, and wind turbine power sources. | Medium | Medium | Public Works, Building & Safety |
| S28 | Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures. | High | Medium | Public Works, Planning |
| HAZARDOUS MATERIALS | | | | |
| S29 | Remediation Strategies. Establish protocols for regular coordination with regulating agencies regarding remediation strategies for hazardous and toxic materials | High | Medium | Department of Toxic Substances Control, Public Works, Building and Safety |
| S30 | Hazardous Materials Inventory. Develop an inventory of hazardous materials used by businesses in the City. Maintain this inventory as a living document. | Medium | Long | Building and Safety |
| S31 | Contaminated Sites. Maintain a public record of property locations, which contain hazardous materials, including a timetable for and the extent of remediation to be expected. | High | Medium | Department of Toxic Substances Control, Building and Safety |





Chapter 10: **NOISE**

The City of Beaumont understands the value of low noise levels to a high quality of life for people living and working in the community. Vehicle traffic is the main source of noise in Beaumont, exposing residents to potentially unwelcome and unhealthy noise levels. However, noise also results from other sources, including railroads, construction, residences, and businesses. This chapter identifies noise issues in the community and sensitive noise environments recommended for protection. Additionally, it identifies land use policies that minimize the community's exposure to excessive noise and identifies proactive solutions to addressing existing and foreseeable noise problems. Topics covered in this chapter include: transportation noise, stationary noise, noise standards and land use compatibility. This chapter also includes related goals and policies.

STATUTORY REQUIREMENTS

This Noise Element has been prepared to comply with State General Plan law. California law mandates the development of a Noise Element as part of the General Plan (CGC Section 65302(f)). The Noise Element should also be consistent with guidelines contained within the California Health and Safety Code Section 56050.1. In accordance with these regulations, this Element addresses noise sources and identifies ways to reduce impacts and exposure of sensitive receptors to high levels of noise.

CITY OF BEAUMONT NOISE REGULATIONS

The City's Municipal Code (Title 9, Chapter 9.02) includes detailed noise regulations intended to protect the welfare of its residents from excessive, unnecessary, or unusually loud noises by any and all sources in the community. The noise regulations in this chapter establish criteria and standards for the regulation of noise levels within the City.

SETTING THE SCENE

Noise is best defined as unwanted sound. Tolerance of noise depends on its character and its interference with daily activities. At excessive levels, people typically perceive noise as being intrusive, annoying, and undesirable. Excessive levels of noise can interfere with sleep, work, quality of life, and in the worst cases, even cause physiological or psychological damage.

Beaumont generally enjoys a quiet noise environment. Vehicle traffic is the primary source of noise. The highest noise levels in the City occur along high-volume roadways and rail corridors. Stationary sources of noise are limited, as the majority of Beaumont consists of residential housing, interspersed with commercial, public/institutional uses, and open space. Commercial land uses located along arterial roadways and new construction also contribute to stationary noise sources in the city. Other noise generators in Beaumont include industrial operations, construction activities, special event noise, commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems.

Sensitive receptors to noise include residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, and biological open space. These are areas in which occupants tend to be more impacted by noise than others. The level and intensity of noise can interfere with human activities, including talking, studying, and sleeping. Additionally, people that live and/or work in sensitive receptors are more susceptible to the negative impacts of pollution, including toxic chemicals, diesel fuel exhaust, and particulate matter. Animal species and their habitats may also be affected by noise, especially during their breeding season.

Noise reduction at the source is the most effective noise mitigation measure. Many potential noise impacts can be addressed through the design of our buildings, public spaces, and roads. Strategies to reduce noise can be incorporated inside and outside of buildings, including the use of mufflers on stationary equipment, alternative facility siting, noise barriers, and reduction of traffic speeds.

TRANSPORTATION NOISE

Noise sources in the Planning Area fall into five basic categories: freeways, aircraft over flights, traffic from local streets, noise from railroad operations, and stationary sources. The predominant sources of noise in Beaumont are motor vehicles on roadways, mainly I-10 and SR-60, and trains on the Union Pacific railroad.

TRAFFIC NOISE

The principal noise source in Beaumont, as in most communities, is motor vehicles. The roadway system in the City includes a range of facilities: regional freeways, major highways, and other arterial, collector, and local streets. Regional freeways and highways in the City include I-10, SR-60, and State Route 79 (SR-79). Major roadways within Beaumont include 6th Street, Oak Valley Parkway/14th Street, Beaumont Avenue, Highland Springs Avenue, Brookside Avenue, and Potrero Boulevard.

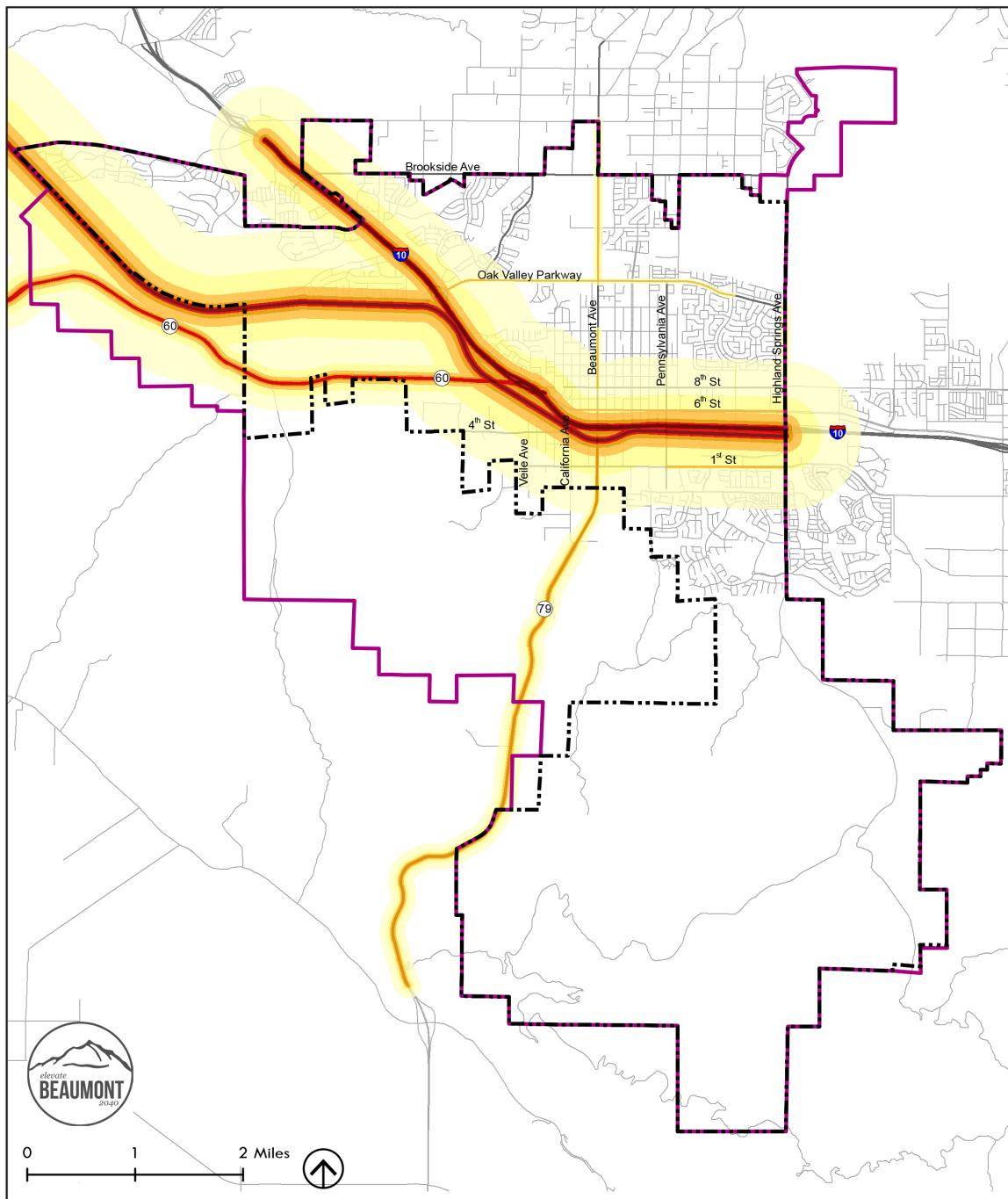
Noise generated by current traffic levels in Beaumont are shown in Figure 10-1. As shown, the I-10 which carries the most traffic through the City, and the Union Pacific railroad corridor are the greatest contributors to noise within the City. Other roadways in and around Beaumont that carry sufficient traffic to produce audible noise at a substantial distance include SR-60, SR-79, Beaumont Avenue, and Oak Valley Parkway.

Additionally, freight rail service along the Union Pacific Railroad lines located south of and parallel to Oak Valley Parkway and I-10 are also responsible for generating substantial noise levels. According to the Federal Railroad Administration, the Union Pacific Railroad carries up to 17 daytime trains (6 a.m. to 6 p.m.) and 17 nighttime trains (6 p.m. to 6 a.m.) on a daily basis (Federal Railroad Administration 2018b). The railroad is also a potential source of ground-borne vibration and noise.

In addition to roadway noise, air traffic periodically contributes to the noise environment. There are no airports in the City of Beaumont. However, the Banning Municipal Airport is located approximately five miles east of the City's eastern boundary. Therefore, aircraft noise may intermittently affect noise-sensitive receptors in the City, but noise levels will be outside of all identified 55 dBA, 60 dBA, and 65 dBA airport noise contours (City of Banning 2007).

Future development of noise-sensitive land uses, such as homes, schools, hospitals, and recreational areas, may be exposed to unacceptable noise levels if located near major noise generators. As Beaumont and the region grow, traffic on local roadways is expected to increase, raising noise levels and the ambient noise near roadways. Future traffic noise levels are shown in Figure 10.2. Predictions are based on estimated increases in traffic due to General Plan buildout projections.

Figure 10.1 Existing Noise Contours from Transportation

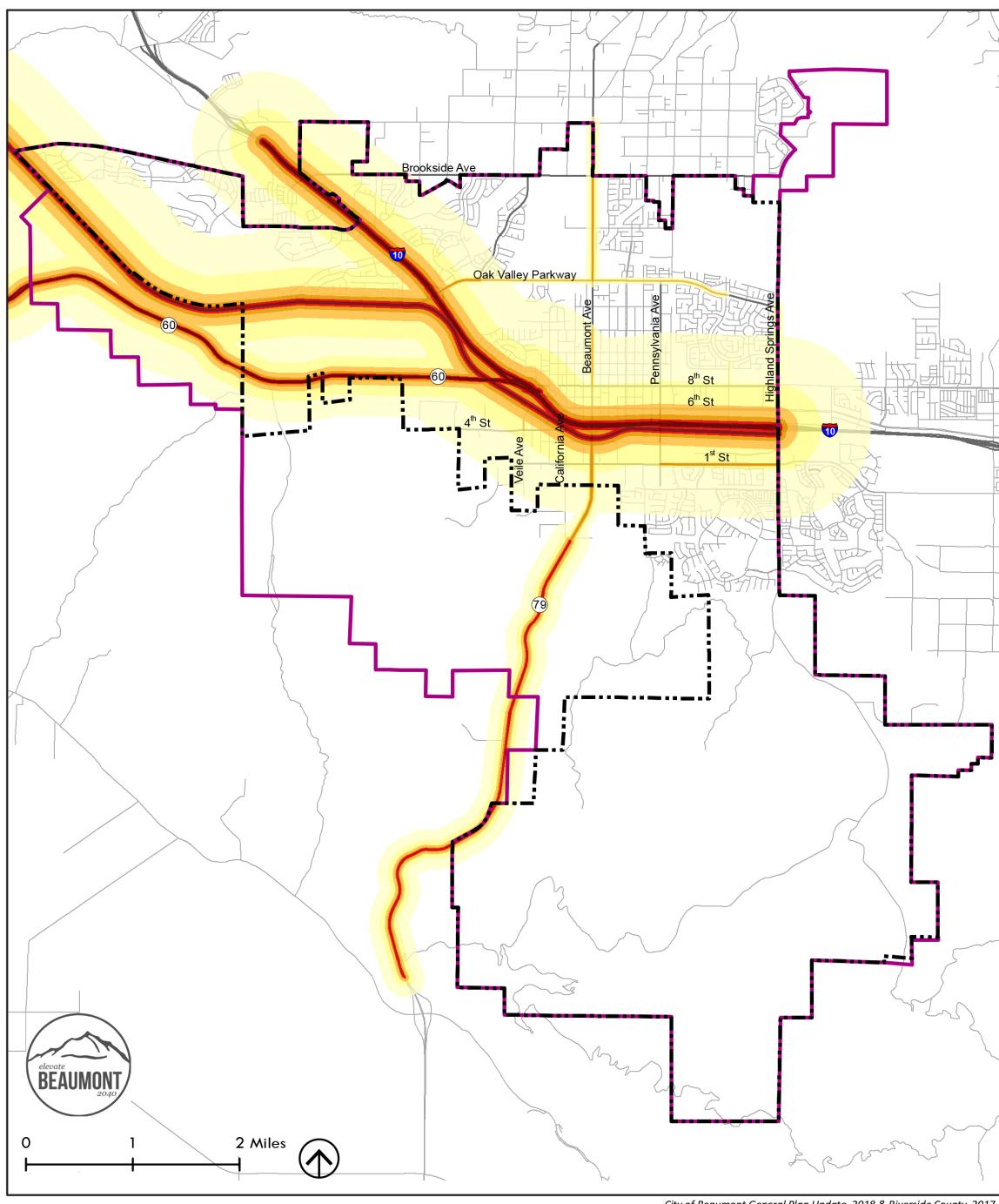


EXISTING NOISE CONTOURS



City of Beaumont General Plan Update, 2018 & Riverside County, 2017.

Figure 10.2 Future Noise Contours from Transportation



STATIONARY NOISE

Stationary noise generators in Beaumont include industrial operations, construction activities, special event noise, and commercial activities that include live music, and lawnmowers and leaf blowers, which can create substantial noise problems. Loading and materials transfer areas, outdoor materials warehousing operations, and other acoustically unscreened operations may also create issues of noise impact and use compatibility. Certain types of construction activities, such as pile driving, can be temporary but also significant sources of ground-borne vibration.

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

NOISE STANDARDS + LAND USE COMPATIBILITY

Noise is problematic when it disrupts or interrupts activities associated with a given land use. Uses that are most affected by noise include residences, schools, hospitals, religious meeting spaces, and recreation areas. Conflicts between noise sources and noise-sensitive land uses occur when noise-sensitive land uses are permitted in areas with high ambient noise levels. These conflicts can be avoided through consideration of noise sources and the future noise environment when making land use planning and development decisions. Table 10.1 presents ambient noise level standards by land use and time of day. Table 10.2 presents the maximum duration period for noise level exceeded permitted in residential zones.

Table 10.1 Noise Standards by Land Use

| Land Use | Decibels | Time |
|---------------------------|----------|--------------------|
| Residential | 45 db(A) | 10:00 pm – 7:00 am |
| Residential | 55 db(A) | 7:00 am – 10:00 pm |
| Industrial and Commercial | 50 db(A) | 10:00 pm – 7:00 am |
| Industrial and Commercial | 75 db(A) | 7:00 am – 10:00 pm |

Table 10.2 Maximum Residential Noise

| Noise Level Exceeded | Decibels |
|----------------------|---------------------|
| 5 db(A) above BANL | 15 minutes any hour |
| 10 db(A) above BANL | 5 minutes any hour |
| 15 db(A) above BANL | 1 minute any hour |
| 20 db(A) above BANL | Not permitted |

CITY OF BEAUMONT MUNICIPAL CODE

The City of Beaumont Municipal Code (BMC) Chapter 9.02 establishes City-wide standards regulating noise for residential zones, public places, and motor vehicles. BMC Chapter 9.02.110 states that no construction activities may occur within one-quarter mile from an occupied residential dwelling between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and between the hours of 6:00 p.m. and 7:00 a.m. between the months of October through May, unless such activities are permitted under written consent of the City's Building Official.

The applicable base ambient noise level (BANL) for outdoor noise levels in residential areas is 55 dBA from 7:00 a.m. to 10:00 p.m., and 45 dBA from 10:00 p.m. to 7:00 a.m. The standard used for maximum outdoor noise levels in residential areas in California, and the City specifically, is a CNEL of 65 dBA.

The regulations and policies discussed above are intended to protect the community from excessive noise and vibration to ensure quality of life for residents and workers in the City. The City is responsible for the continued enforcement of federal, state, and local regulations pertaining to noise generation and impacts, and for implementing Noise Element policies and applicable regulations of the BMC to ensure continued protection of the community from excessive noise and vibration in future growth and development.



Switchfoot performing live in Beaumont during the Summer Concert Series.

GOALS + POLICIES

The following section includes goals and policies for the Noise Element. Goals and policies are followed by implementation actions.

Goal 10.1: A City where noise exposure is minimized for those living and working in the community.

Policies:

- 10.1.1** Protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.
- 10.1.2** Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 10.1 and 10.2.
- 10.1.3** Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, parks and places of worship, from excessive noise levels through land use adjacency, building design, and noise ordinance enforcement.
- 10.1.4** Incorporate noise considerations into land use planning decisions. Require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new development projects in the City.
- 10.1.5** Require projects involving new development or modifications to existing development to implement measures, where necessary, to reduce noise levels to at least the normally compatible range. Design measures should focus on architectural features and building design and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.
- 10.1.6** Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.
- 10.1.7** Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.
- 10.1.8** Promote the effective enforcement of Federal, State, and City noise standards by all appropriate City departments.

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

Policies:

- 10.2.1** Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10, SR-60 and SR-70.
- 10.2.2** Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.
- 10.2.3** Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

- 10.2.4** Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.
- 10.2.5** Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range.
- 10.2.6** Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.
- 10.2.7** Consider the noise effects of City purchases and or leases of vehicles and other noise generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.
- 10.2.8** Ensure that noise and vibration from existing rail lines is considered during the land use planning and site development processes.
- 10.2.9** If Metrolink or other passenger rail service is initiated, work with the rail service providers to address noise and vibration considerations adjacent to the rail corridor.

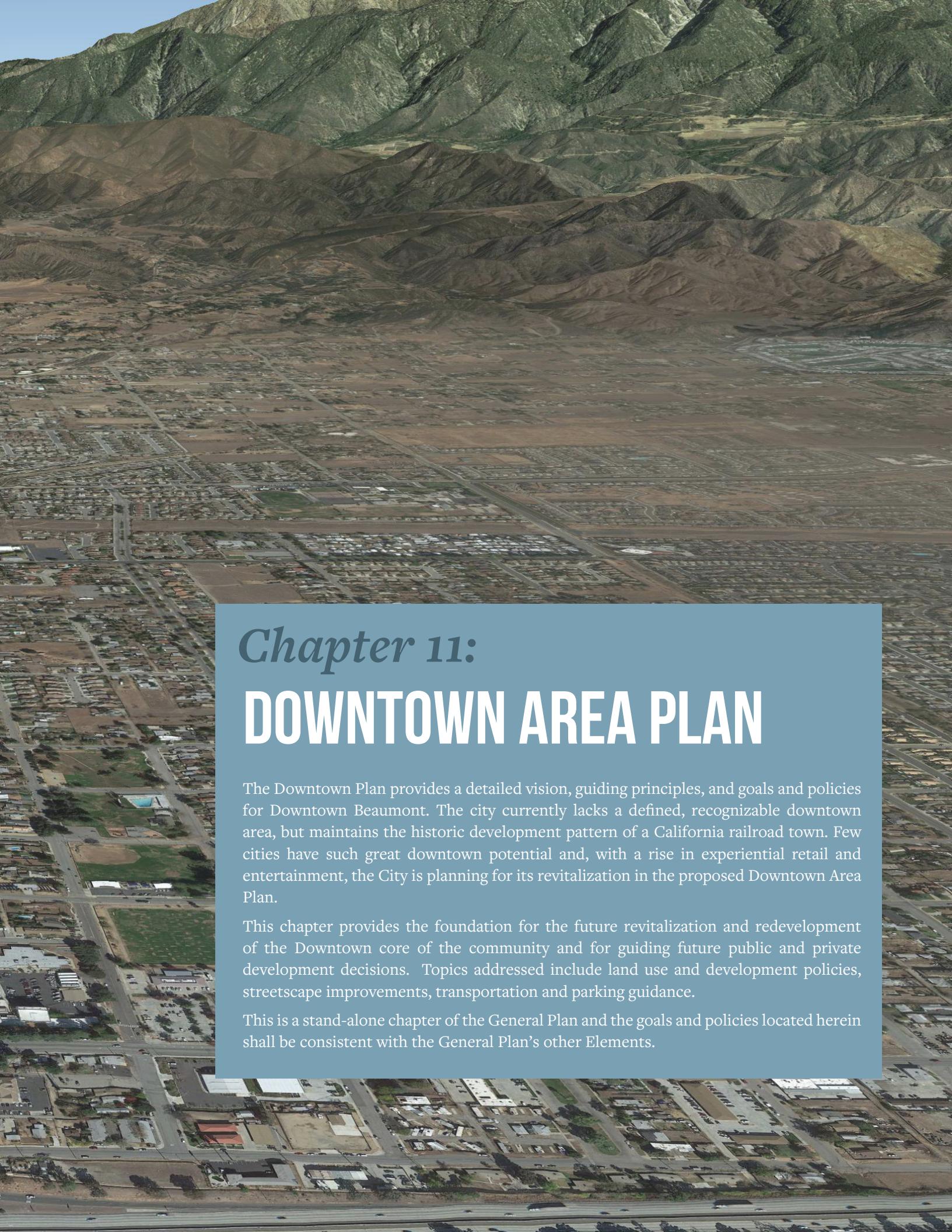
IMPLEMENTATION

Table 10.3 Noise Programs

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|---------------------------------|--|----------|------------|-------------------------------|
| NOISE REGULATIONS | | | | |
| N1 | Update the City's Noise Ordinance. Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards. | High | Short | Planning, Building and Safety |
| N2 | Requirement for Acoustical Studies. Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code. | High | Short | Planning |
| N3 | Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities. | High | Short | Planning |
| MOBILE NOISE SOURCES | | | | |
| N4 | Freeway Noise Reduction. Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways. | Medium | Long | Public Works |
| N5 | Traffic Noise Assessment. Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied. | High | Ongoing | Public Works |
| STATIONARY NOISE SOURCES | | | | |
| N6 | Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations. | High | Short | Planning, Building and Safety |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-----|---|----------|------------|---|
| N7 | Stationary Equipment. Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors. | High | Short | Planning, Building and Safety, Code Enforcement |
| N8 | Equipment Staging Areas. Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors. | High | Short | Planning, Building and Safety |
| N9 | Additional Noise Attenuation Techniques. Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/conditioning phases of construction. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors. | High | Short | Planning |
| N10 | Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use. | High | Short | Planning, Building and Safety, Code Enforcement |





Chapter 11: **DOWNTOWN AREA PLAN**

The Downtown Plan provides a detailed vision, guiding principles, and goals and policies for Downtown Beaumont. The city currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City is planning for its revitalization in the proposed Downtown Area Plan.

This chapter provides the foundation for the future revitalization and redevelopment of the Downtown core of the community and for guiding future public and private development decisions. Topics addressed include land use and development policies, streetscape improvements, transportation and parking guidance.

This is a stand-alone chapter of the General Plan and the goals and policies located herein shall be consistent with the General Plan's other Elements.

STATUTORY REQUIREMENTS

This chapter is not required by law, but addresses the vision for Downtown, which is the economic, civic, and retail hub of the community.

RELEVANT PLANS AND DOCUMENTS

Title 17 Zoning of the City of Beaumont Municipal Code provides the implementing zones and associated development regulations for the Downtown Area Plan. When completed, the parking study for the Downtown Area will provide guidance on parking requirements.

SETTING THE SCENE

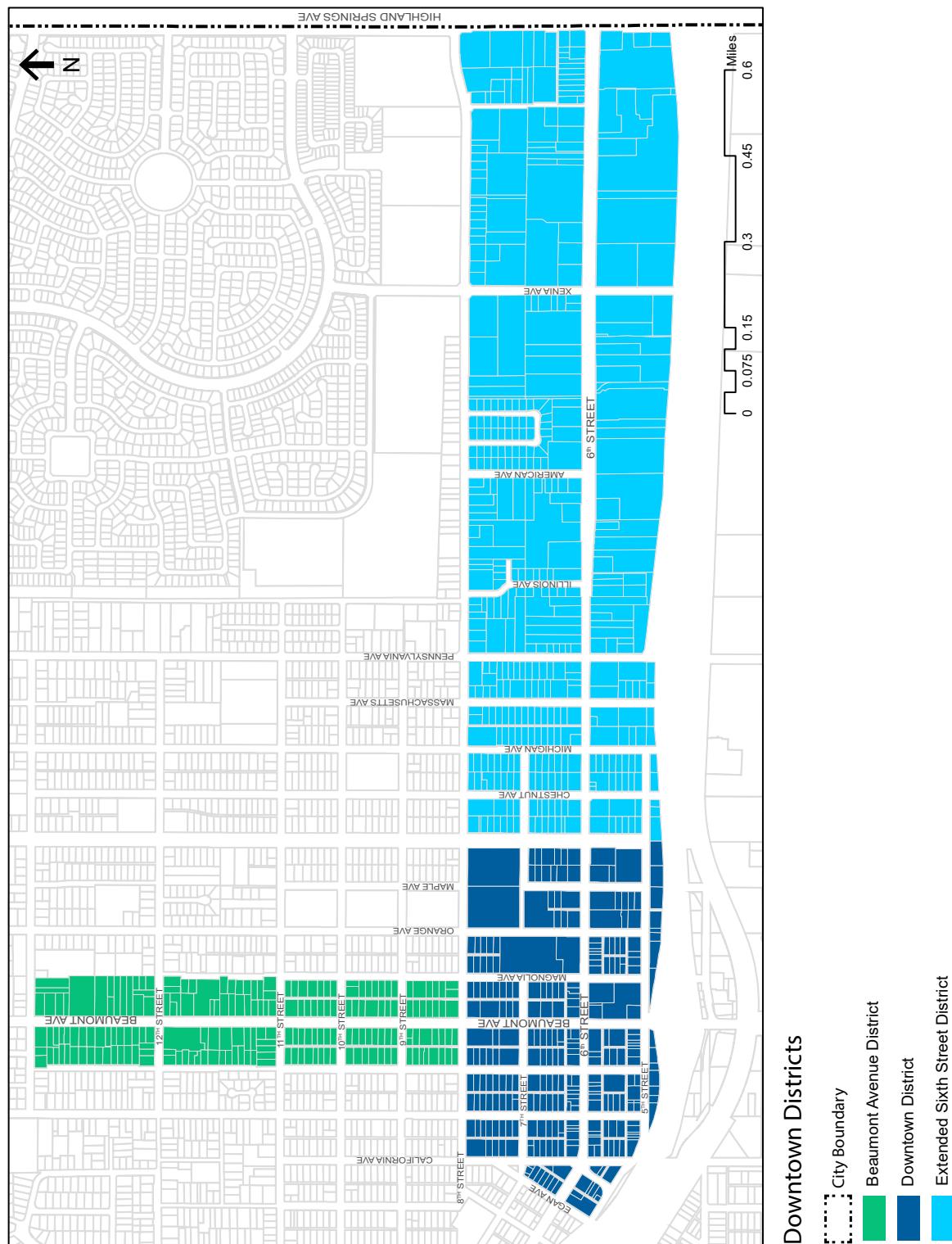
GEOGRAPHY

Beaumont is located in the San Gorgonio Pass between the Los Angeles/Riverside/San Bernardino area and the Coachella Valley. The San Gorgonio Pass is the level plain located between the towering San Gorgonio Mountain and San Jacinto Peak. This area was the historic stagecoach and railroad route into the Los Angeles area from the east. The area was originally called Summit, was later renamed San Gorgonio, and finally named Beaumont in the late 1800's. Its early development was based on its position along the major east-west stagecoach and rail corridor into southern California.

The Beaumont Downtown Area is located adjacent to Interstate 10, along 6th Street and Beaumont Avenue. The area contains a well-defined grid street system based around east-west numbered streets (5th, 6th, 7th, and 8th) and the north-south named avenues. The boundaries of the Beaumont Downtown Area Plan are generally Egan Avenue on the west, 8th and 13th Street on the north, Highland Springs Avenue on the east, and Interstate 10 on the south. Direct access to Interstate 10 is provided via the interchange at Beaumont Avenue in the middle of the Plan Area and Highland Springs Avenue to the east.

The Downtown Area Plan has three distinct districts: Downtown Core, Extended 6th Street, and Beaumont Avenue. These districts support a vibrant mix of residential, retail, and commercial uses with connectivity within and to Downtown. The Downtown Area Plan boundaries and its districts are shown on Figure 11-1.

Figure 11.1 Downtown Area Plan and Boundary



EXISTING LAND USE

As described in Chapter 3, the Downtown Area has a different mix of uses than the rest of the City. Downtown developed along the Southern Pacific railroad route in the second half of the 19th century. Today, Downtown Beaumont is the location for the Civic Center, commercial uses, a mix of housing and vacant land. Existing land uses by district are as follows:

DOWNTOWN CORE/SIXTH STREET CORRIDOR. The Downtown Core is bounded by 8th Street on the north, the I-10 Freeway on the south, Palm Avenue to the east, and the I-10 and Egan Avenue on the west. Civic and commercial uses located along the Sixth Street frontage are the predominant land uses within this district. Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. A mix of single-family homes and multifamily apartments are also found in the district, north of the Sixth Street frontage.

SIXTH STREET CORRIDOR EXTENDED. This district is a continuation of the Sixth Street Corridor and is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and Palm Avenue to the west. Existing uses in this district are predominantly multi-family, commercial, and undeveloped land. A few neighborhood-supportive uses and medical office uses are located along Highland Springs Avenue and provide compatible uses close to San Gorgonio Hospital, located in the City of Banning.

BEAUMONT AVENUE. The Beaumont Avenue District extends one block on both sides of Beaumont Avenue between 8th Street and 13th Street. The current uses are a mix of commercial buildings, single family homes and vacant land along Beaumont Avenue. Single family homes are primarily located along Euclid Avenue and Magnolia Avenue. These homes are part of the larger older residential neighborhood identified as the Town Center subarea, as described in Chapter 3.



Downtown District commercial businesses.



Downtown District commercial businesses.



6th Street Extended District Auto uses



Beaumont Avenue District neighborhoods

TRANSPORTATION AND PARKING

The Downtown area for the City of Beaumont is located adjacent to Interstate 10 and contains a well-defined grid street system based around east-west numbered streets (5th, 6th, 7th and 8th) and the north-south named avenues. The classifications for the General Plan roadways in and around the Downtown Area Plan are shown in Figure 4-2, Roadway Classification. There are several categories of General Plan roadways within the boundary of the Downtown Area Plan.

PARKING

In Downtown Beaumont, most parking is provided in surface parking lots on a development by development basis. Some on-street parking is also available. City-owned parking is available adjacent to the Civic Center.

PARKS AND PUBLIC FACILITIES

As noted earlier, Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. Stewart Park is partially located within Downtown Beaumont on the southeast corner of E 8th Street and Orange Avenue, adjacent to the Palm Innovation Academy, an elementary school in the Beaumont Unified School District.



Beaumont City Hall



Palm Avenue



Stewart Park

KEY ISSUES + OPPORTUNITIES

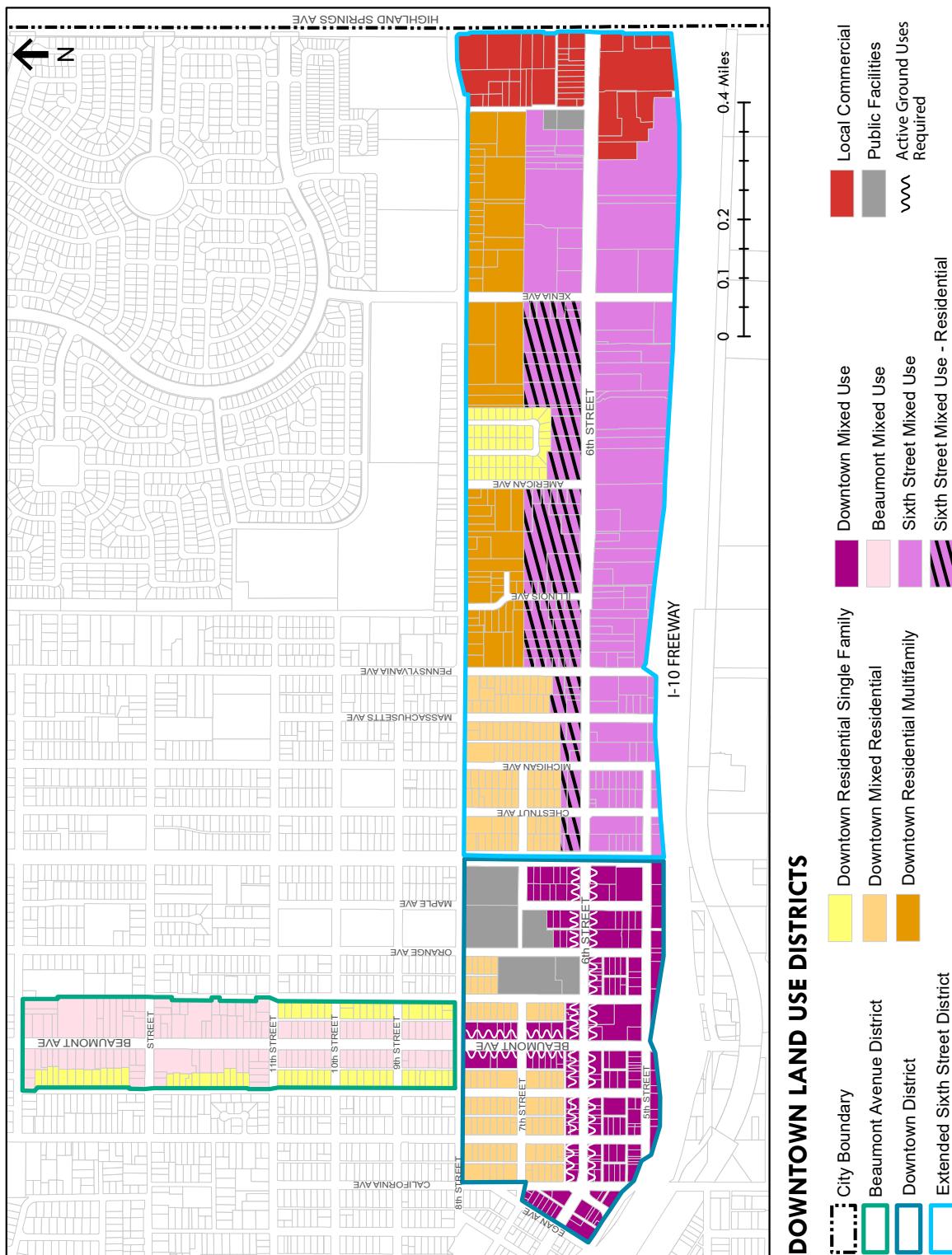
Downtown Beaumont along Sixth Street and Beaumont Avenue provides the potential for development as the City's center. With the Civic Center as its anchor, the vision is to create a walkable, active, pedestrian-oriented retail core with a mix of supporting residential uses. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, Downtown is being reinvented as the civic, retail and entertainment center of Beaumont in a mixed-use setting.

DOWNTOWN VISION

Downtown Beaumont will be the heart of the City, providing an exciting diversity of economic, residential, and cultural opportunities. It will be a vibrant and dynamic place to work, live, shop, and gather for special events. It will also be a pedestrian-friendly environment with comfortable sidewalks and an inviting streetscape. The Downtown Area Plan will create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings and create a lively and dynamic environment. This Plan encourages opportunities for public gathering spaces and parks for civic and cultural events that are supported by a street network which meets the needs of pedestrians, bicyclists, and motor vehicles.



Figure 11.2 Downtown Area Plan Land Use



LAND USE RECOMMENDATIONS

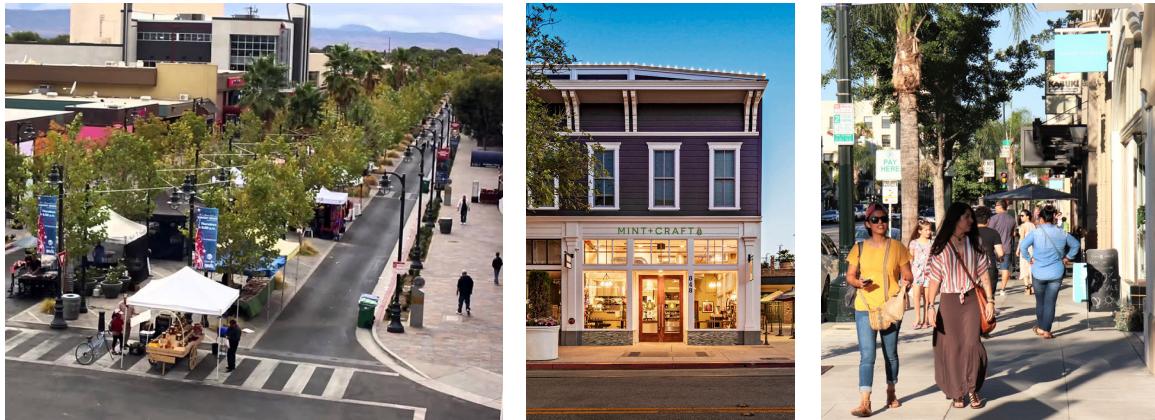
Within Downtown, the three districts will have distinct character and intensities, as depicted in Figure 11-2. The land use designations are described in this section. The Zoning Ordinance establishes the zoning for the Downtown Area.

DOWNTOWN CORE

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

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

The active pedestrian experience is emphasized with wide sidewalks, narrowed traffic 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.



The land use designations within the Downtown Core are as follows:

DOWNTOWN MIXED USE

DESCRIPTION

The Downtown Mixed Use designation supports a lively, thriving Downtown area by accommodating up to 3 story, mixed-use buildings. Active and retail uses are required along the 6th Street and Beaumont Avenue street frontages to create a pedestrian-oriented and vibrant environment. This designation provides for vertical and horizontal mixed-use development.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 15 du/acre
- Maximum FAR: 0.35
- Maximum Building Height: Up to 3 stories
- Implementing Zone: Downtown Mixed Use (DMU)

DOWNTOWN MIXED RESIDENTIAL

DESCRIPTION

This designation corresponds to existing areas with a mix of single and multifamily residential uses. The corresponding zoning districts will reflect current densities.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 15 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 2 stories
- Implementing Zones: R-SF and R-TN

PUBLIC FACILITIES

DESCRIPTION

This designation includes the Civic Center, Police department, Stewart Park, Palm Innovation Academy.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum FAR: Up to 1.0

EXTENDED SIXTH STREET

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

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



The land use designations within the Extended Sixth Street district are as follows:

SIXTH STREET MIXED USE

DESCRIPTION

This designation provides for commercial uses and multifamily housing along the 6th Street Corridor east of Palm Avenue and has the highest densities in the Downtown, with nodes of commercial at key intersections. Stand-alone commercial or multifamily uses are permitted. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania. The typical development is larger than those envisioned in the DMU or BMU designations.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: 0.5
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Sixth Street Mixed Use (SSMU)

SIXTH STREET MIXED USE RESIDENTIAL

DESCRIPTION

This district provides for multifamily housing and commercial uses along the north side of the 6th Street Corridor, east of Palm Avenue, and allows higher densities, with nodes of commercial at key intersections. Multifamily uses are required. The multifamily housing is supportive of the retail and commercial uses in downtown and is near the future transit station south of Pennsylvania. Live/work units are permitted and encouraged. The typical development is larger than those envisioned in the DMU or BMU designations.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: 0.5
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Sixth Street Mixed Use- Residential (SSMU-R)

DOWNTOWN RESIDENTIAL MULTI FAMILY

DESCRIPTION

This designation creates walkable, transit-ready residential neighborhoods located near concentrated commercial, civic and recreational uses. Housing in these neighborhoods is primarily multifamily in a variety of housing types, such as townhomes, walkups, garden apartments and condominiums.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Downtown Multifamily (DMF)

DOWNTOWN RESIDENTIAL SINGLE FAMILY

DESCRIPTION

The Residential Single-Family zone corresponds to existing residential development within the Area Plan area consisting of single-family detached units.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 4 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 2 stories
- Implementing Zone: Residential Single Family (RSF)

EXTENDED SIXTH STREET CONTINUED

LOCAL COMMERCIAL

DESCRIPTION

The Local Commercial designation covers smaller commercial, retail and service-related activities found along Highland Springs Avenue (at the eastern end of the Sixth Street Corridor). This land use designation permits a range of neighborhood supportive retail and service-oriented land uses.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: n/a
- Maximum FAR: 0.7
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Local Commercial (LC)

PUBLIC FACILITIES

See Downtown Core designations.

BEAUMONT AVENUE

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



The land use designations within the Beaumont Avenue district are as follows:

BEAUMONT MIXED USE

DESCRIPTION

The intent of the properties along the segment of Beaumont Avenue, located between 8th Street (on the south) and 13th Street (on the north) is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development shall be compatible with neighboring residential development.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 10 du/acre
- Maximum FAR: 0.35
- Maximum Building Height: Up to 2 stories
- Implementing Zone: Beaumont Mixed Use (BMU)

DOWNTOWN RESIDENTIAL SINGLE FAMILY

See Extended Sixth Street designations.

MOBILITY RECOMMENDATIONS

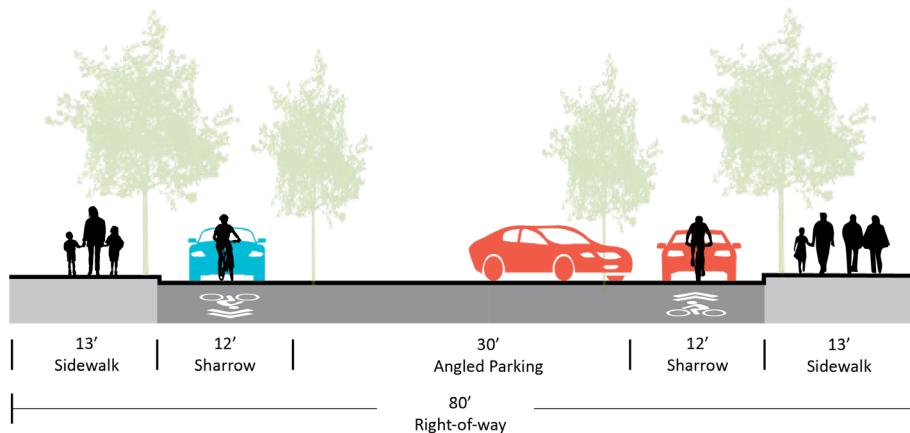
Downtown Beaumont will have a circulation system that provides a strong emphasis on “Complete Streets,” safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles. The major streets within the Downtown, namely Beaumont Avenue and Sixth Street are designated as “Downtown Streets” in the General Plan Mobility Element. Sixth Street and Beaumont Avenue are also both identified as Pedestrian and Bicycle Priority Streets.

Street cross-sections for these two corridors are provided in this section. Depending on the location, travel speeds will be appropriate to the pedestrian focus of the district. Bicycles and pedestrians shall be prioritized in these areas. On-street parking will be provided as identified. Pedestrian facilities will include wide sidewalks, pedestrian scale lighting, and street furniture.

SIXTH STREET

Sixth Street runs east-west through Downtown with the right-of-way ranging from 80 to 100 feet. The character of the development changes along its length. This section provides more detail regarding the design changes along the street. As the focus of the Downtown Core, the segment between Beaumont Avenue and Palm Avenue is the most important, and is described first.

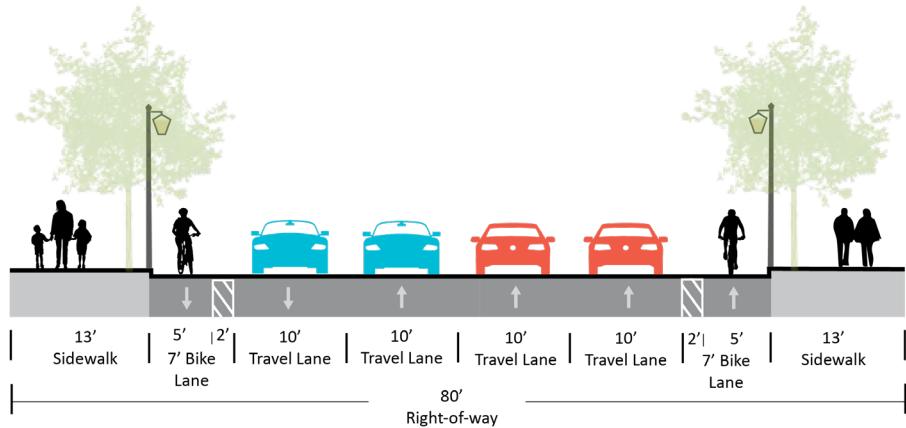
SIXTH STREET (BEAUMONT AVENUE TO PALM AVENUE). This segment of the Sixth Street corridor is intended to be unique, with a focus on pedestrians and creating opportunities for special events. This section is reduced to two-lanes, one in each direction, to make room for median parking, that can be used for special events, such as farmers markets and street fairs. The sidewalks are 13 feet in width to accommodate pedestrians as well allow opportunities for outdoor dining. Bicycles share the street with automobiles as speeds are lowered.



Beaumont Avenue to Palm Avenue

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

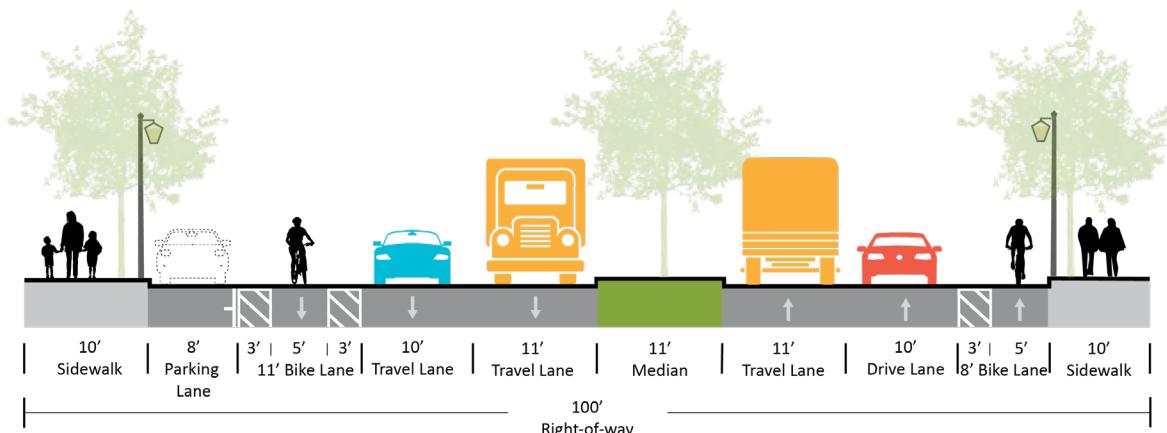
SIXTH STREET (PALM AVENUE TO PENNSYLVANIA AVENUE). This segment of the Sixth Street corridor transitions to four lanes and includes protected bicycle lanes. Pennsylvania Avenue is designated as a Major Highway (painted Median). Pennsylvania Avenue is one of the few streets that continues to the south across I-10 freeway and to the potential transit station near Second Street. An interchange is also planned at Pennsylvania Avenue.



Palm Avenue to Pennsylvania Avenue

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

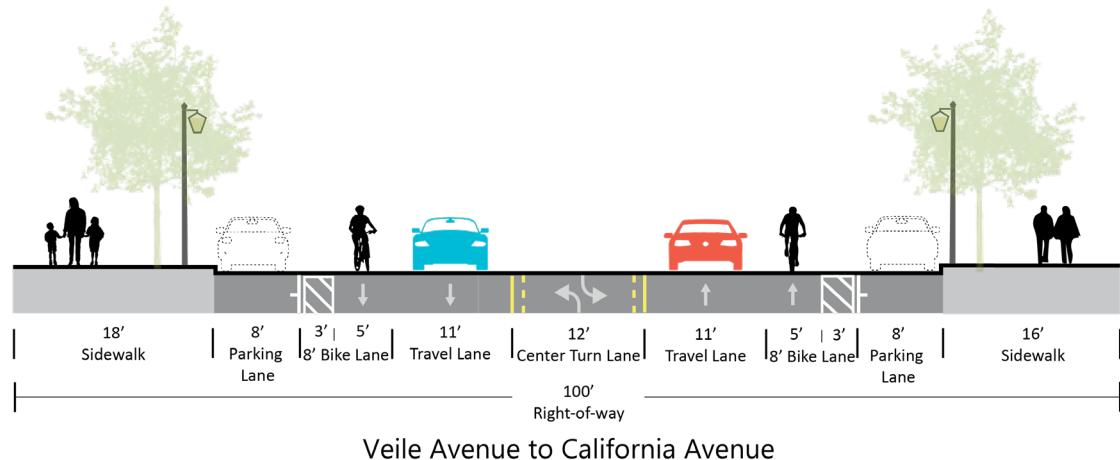
SIXTH STREET (PENNSYLVANIA AVENUE TO HIGHLAND SPRINGS AVENUE). This easternmost segment of the Sixth Street corridor has a wider right-of-way (100 feet) than the rest of the corridor and has an existing raised median starting at Illinois Avenue. The median will be widened to accommodate additional planting and provide pedestrian refuges for crossing. Four lanes (two in each direction) will be maintained. On-street parking will continue along the south side of the street where commercial uses are anticipated. Protected bicycle lanes along both sides of the street will connect to the larger bicycle network.



Pennsylvania Avenue to Highland Springs Avenue

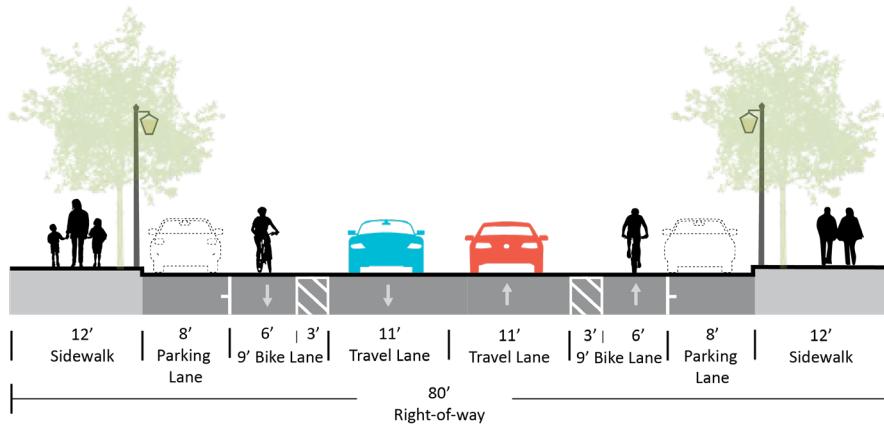
*Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.

SIXTH STREET (VEILE AVENUE TO CALIFORNIA AVENUE). This westernmost segment of the Sixth Street corridor also has a wider right-of-way (100 feet) and continues south of the freeway. Sixth Street in this segment will be two lanes with a center turn lane. Both sides of the street will contain parking and protected bicycle lanes. Veile Avenue is designated a bicycle priority street and as such is an important connection between the north and south portions of the city across the I-10 freeway.



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

SIXTH STREET (CALIFORNIA AVENUE TO BEAUMONT AVENUE). This segment of Sixth Street has a narrower right-of-way (80 feet). Two lanes, one each way, on-street parking and protected bicycle lanes will be provided.

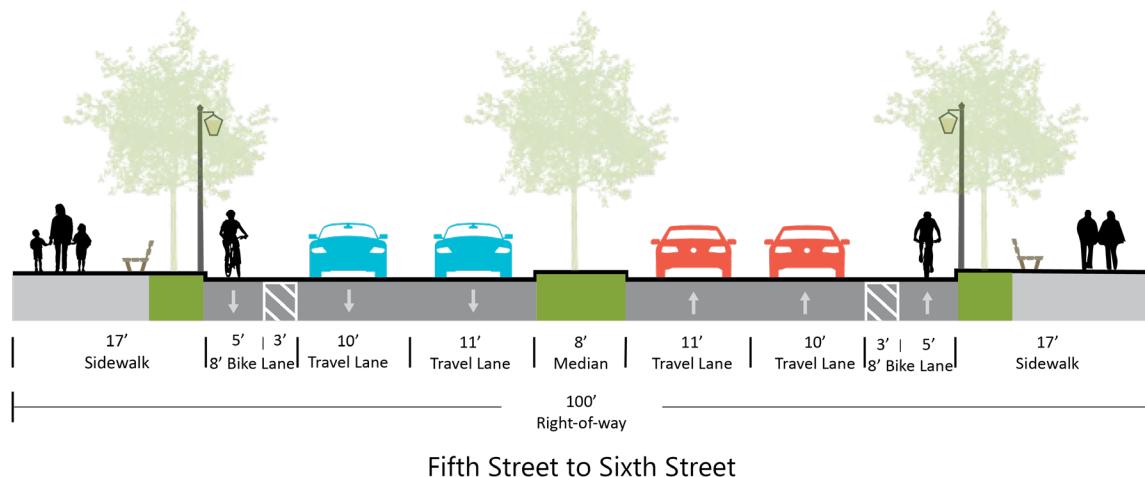


**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE

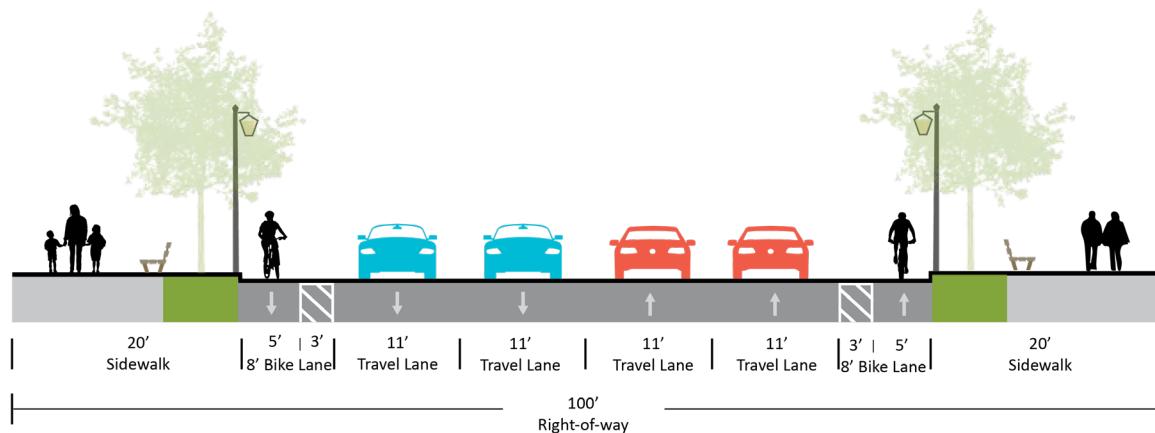
Beaumont Avenue is designated as State Route 79 south of the I-10 interchange. The General Plan designation is Urban Arterial Highway. North of the interchange, however, Beaumont Avenue transitions to a local street, with decreasing intensities of development going north. While the right-of-way width (100 feet) remains the same, the street design is modified to be compatible with the adjacent scale of development. The following sections further describe the street sections.

BEAUMONT AVENUE (FIFTH STREET TO SIXTH STREET). This section of Beaumont Avenue is the busiest segment as it transitions from a State Route to a local street. The divided street with two travel lanes in each direction includes protected bicycle lanes.



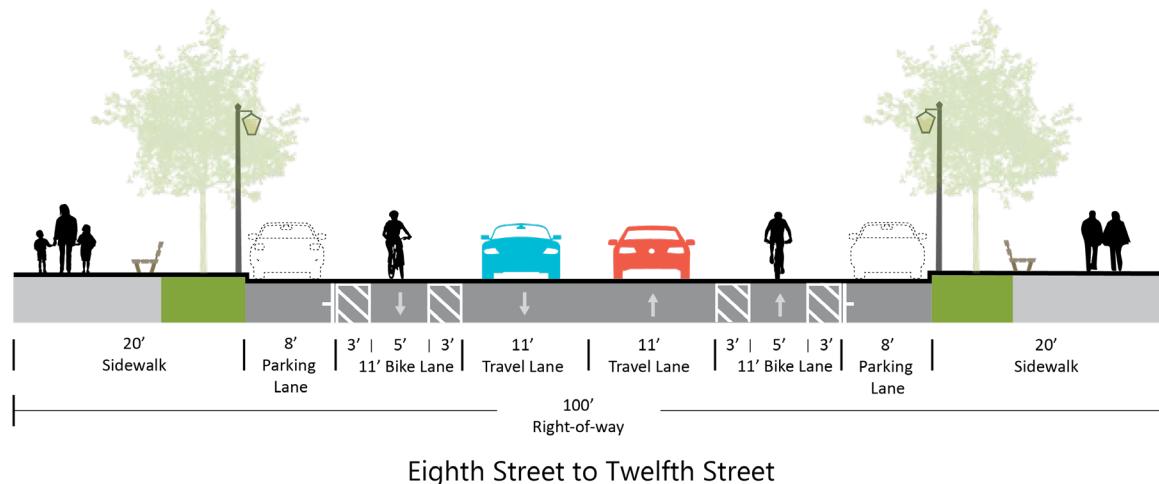
**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE (SIXTH STREET TO EIGHTH STREET). North of Sixth Street, the four lanes continue to Eighth Street. This portion of Beaumont Avenue is intended to have active, pedestrian frontages. Wide sidewalks will accommodate ample space for pedestrians with space for outdoor dining and other street amenities. Lush landscaping along the curb will offer a buffer from the traffic.



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

BEAUMONT AVENUE (EIGHTH STREET TO TWELFTH STREET). This segment of Beaumont Avenue transitions to two lanes, one in each direction, with on-street parking. Development intensities are lower in this section.



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

PARKING RECOMMENDATIONS

Too much or too little parking may impact Downtown redevelopment as too much parking spreads development across a wider area. This idea is important to note as the City is currently developing strategies in its Beaumont Downtown Area Plan to revitalize Downtown. Therefore, it is important to “right-size” and manage parking such that the requested parking spaces are balanced with the number of spaces needed. The City will continue to promote “right-sizing” of parking facilities, by applying the following techniques:

PARK ONCE

A strategy for the City’s Downtown is to enable visitors to “park once” and visit a series of destinations on foot. Park once strategies will work well in areas such as Downtown as it is well-connected by pedestrian and bicycle facilities. The creation of well-designed centralized parking areas supports this strategy.

SHARED PARKING

Shared parking allows for more efficient use of parking spaces that would otherwise might remain empty or unused. Land uses that have different parking demands at different times of the day can share the same parking facilities. A parking space can serve two or more individual land uses without conflict or encroachment. This is an effective way to minimize paved area, allow denser land use, provide for more landscaping and open space, and provide improved walkability within a mixed-use area. One example of shared parking is a restaurant and an office building as restaurant’s peak parking demand is in the evening after an office’s peak parking demand, which occurs during the daytime.

IN-LIEU PARKING FEES

Allowing developers to contribute fees toward the development of a common parking facility in lieu of providing on-site parking is an important tool to creating shared, park once locations. This strategy is recommended in Downtown (possibly near the City Hall). This can be an incentive for investment in Downtown.

PARKING MANAGEMENT STRATEGIES

The City may also manage high-demand parking locations and destinations through several different strategies, including demand pricing, time restrictions, and/or other techniques. Although not a key strategy now, it may be a key strategy in the future as the Downtown becomes more successful, TNCs like Uber and Lyft increase their mode share in the City, and autonomous vehicles (AVs) penetrate the vehicle fleet (depending on the economic structure of that fleet (e.g. shared fleet or private ownership fleet)).

PUBLIC-PRIVATE PARTNERSHIPS

The City, business owners, and developers collaborate to provide both private and public parking opportunities. Instances where this works well include parcels owned by the City, or private underutilized parking lots where a private entity develops, manages, and enforces parking in these public lots. Again, this strategy may not be required today, but may be needed as the Downtown becomes more successful.

REDUCED PARKING STANDARDS

Reducing parking standards in Downtown and other areas that are well-served by transit (such areas adjacent to the potential future commuter rail transit station), and providing parking cash out programs (i.e., through which employers pay employees to not drive a single occupancy vehicle to work) lower parking requirements and help to right-size onsite parking.

BIKING EQUALS BUSINESS PROGRAMS

Businesses may provide bicycle parking, bike lockers or corrals and may provide incentives to encourage their patrons and employees to ride rather than drive. For certain businesses, the City may reduce required onsite parking for vehicles if they provide a bike lockers or bicycle corrals that accommodates more cyclists.

GUIDING PRINCIPLES

The Downtown Area Plan is entirely consistent with the land use designations and street classifications contained in Beaumont 2040, the updated General Plan. As described in Chapter 3, the General Plan establishes a Downtown Mixed Use (DMX) designation for the area within the Beaumont Downtown Area Plan. The Guiding Principles listed below summarize the vision and direction for the future of Downtown Beaumont. Beaumont 2040 also contains citywide Vision and Guiding Principles and priorities that were developed with extensive community input. The priorities that are specific to Downtown include the following:

- **CREATE A VIBRANT DOWNTOWN.** Downtown is a vital anchor of the community, housing many civic and historical buildings and a diverse mix of uses. The City understands the importance of coordinating investments and land use planning decisions to support the redevelopment of Downtown. The City will implement strategies to reduce existing vacancies and promote a mix of active uses and a variety of retail and housing. Downtown development will encourage human scale design that supports pedestrian activity, including an improved pedestrian experience, multi-modal streets, and adequate density to create a sense of place.
- **IMPROVE RETAIL CORRIDORS.** Beaumont will explore opportunities to enhance development and redevelopment opportunities in the City's retail corridors. The City will also encourage diversification of housing types and mix of uses along 6th Street and Beaumont Avenue. The City will support new retail corridors that capitalize on potential future growth that encourages mixed use centers and fosters opportunities for economic development.
- **PURSUE AN INFILL STRATEGY.** The City will strategically focus development within the City limits on vacant and underutilized lots to foster compact development patterns, create walkable communities, and preserve the natural environment and critical environmental areas. Within the Sphere of Influence, the City will also limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.

The Downtown Area Plan is also supportive of the General Plan goals and policies including the following in the Land Use + Community Design Element:

- **Policy 3.1.2** Re-establish the City's pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial, and residential uses.
- **Policy 3.1.5** Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.
- **Policy 3.3.5** Incentivize infill housing development in the Downtown...

GOALS AND POLICIES

The following section includes goals and policies for the Beaumont Downtown Area Plan. Goals and policies are followed by implementation actions. Goals and policies for Downtown Beaumont are woven throughout the General Plan, including in the Land Use + Community Design, Mobility, and Health, Equity + Environmental Justice Elements, among others.

LAND USE

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Polices

- 11.1.1** Focus retail activity in the Downtown Core district to create a critical retail mass.
- 11.1.2** Promote residential and office uses on the upper floors within the Downtown Core district.
- 11.1.3** Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.
- 11.1.4** Adopt zoning districts with appropriate development standards that create a walkable downtown.
- 11.1.5** Encourage high-density multifamily residential uses in the Extended 6th Street district.
- 11.1.6** Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.
- 11.1.7** Promote compatible uses that leverage the proximity of medical facilities along Highland Springs Avenue.
- 11.1.8** Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.2: Preserve existing housing stock and create opportunities for additional housing choices.

Polices

- 11.2.1** Preserve existing residential neighborhoods and provide connectivity with amenities and neighborhood commercial uses.
- 11.2.2** Provide regulations that encourage the preservation of existing housing, including development of new housing that accommodates households that are diverse in size, type and level of affordability.
- 11.2.3** Encourage a diversity of housing types in the Downtown such as large apartments, walk-up apartments, stacked flats, townhomes, live-work housing, fourplexes, triplexes and duplexes.
- 11.2.4** Encourage a diversity of small, medium, and large units for individuals, families,

seniors, students, and other demographics to encourage a diverse and vibrant population.

- 11.2.5** Encourage housing in Downtown to encompass a range of deeper affordability levels, including for those with moderate, low, very low, and extremely low incomes, as well as market rate housing.

COMMUNITY DESIGN + PUBLIC REALM

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policies:

- 11.3.1** Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.
- 11.3.2** Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.
- 11.3.3** Improve existing streets with a diversity of street furnishings including benches, directional signage, bollards, bicycle parking, and trash receptacles.
- 11.3.4** Design clearly identifiable entry points into the Downtown area and Downtown Core district that create a sense of arrival.
- 11.3.5** Provide public art opportunities in Downtown.
- 11.3.6** Encourage the placement of overhead utilities underground.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

- 11.4.1** Identify the desired intensity, massing, and height of buildings in the area.
- 11.4.2** Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:
- 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.
 - Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.
 - 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).
 - Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.
- 11.4.3** Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.
- 11.4.4** Develop appropriate signage standards that complement a pedestrian oriented environment.
- 11.4.5** Incentivize revitalization of existing building facades that are not consistent with the

Downtown Area Plan standards using incentive programs.

- 11.4.6** Create an incentive program to remove and replace legal non-conforming signs.
- 11.4.7** Encourage existing buildings to conduct small and large-scale renovations.

Goal 11.5: Create a pedestrian-scaled active commercial frontage in the Downtown Core district.

- 11.5.1** Require active commercial or retail uses on the first floor along 6th Street and Beaumont Avenue in the Downtown Core district.
- 11.5.2** Encourage regular pedestrian entries onto public space and transparent windows along the ground floor of new buildings, particularly in areas with ground-floor retail.
- 11.5.3** Require a minimum depth of 50 feet for the ground floor uses along Sixth Street and Beaumont Avenue in the Downtown Core district.
- 11.5.4** Allow restaurants and cafes to provide sidewalk dining to encourage activity.

Goal 11.6: Create a pedestrian-scaled frontage in the Extended Sixth Street district and Beaumont district.

- 11.6.1** Encourage new ground-floor residential uses with transparent windows, stoops, porches, and other façade treatments to engage the pedestrian environment, provide “eyes on the street,” and create sense of ownership and stewardship among residents.
- 11.6.2** Require all residential units facing Sixth Street and Beaumont Avenue in these two districts to front and be accessed from the street.
- 11.6.3** Encourage regular pedestrian entries onto public space and transparent windows along the ground floor of new buildings, particularly in areas with ground-floor retail.

Goal 11.7: Design buildings that are at a human-scale and create quality environments.

- 11.7.1** Limit the length of individual new buildings or building masses along the street frontage to create human-scaled buildings with access to fresh air and daylight.
- 11.7.2** Use articulation strategies for new development to reduce the visible bulk of buildings, add visual interest, and add pedestrian-oriented character and detail. These could include massing breaks as well as projections, minor step backs, architectural details, and variations in materials to distinguish between upper and ground floors.
- 11.7.3** Elevate new ground-floor residential space above the sidewalk level to provide privacy and ensure high-quality, usable residential spaces.
- 11.7.4** Whenever possible, locate parking and vehicle areas behind or under buildings. Do not locate parking on street corners.
- 11.7.5** Limit the number of new garage entries and driveway curb cuts along Sixth Street and Beaumont Avenue.
- 11.7.6** Ensure that loading docks and service entrances are screened from the right-of-way and adjacent properties; are accessed via alleys, side streets, or services access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise.

- 11.7.7** Locate visible utilities –including all “dry” utility access, above-ground equipment, trash containers, and utility boxes –behind or to the side of buildings, behind buildings, behind screening, and away from street corners.

CIRCULATION

Goal 11.8: Create a circulation system that provides a strong emphasis on “Complete Streets,” safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policies:

- 11.8.1** Protect the existing grid street system and implement Downtown Street designs.
- 11.8.2** Adopt traffic calming measures to improve the pedestrian environment.
- 11.8.3** Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.
- 11.8.4** Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.
- 11.8.5** Install bulb-outs to “choke” down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.
- 11.8.6** Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.
- 11.8.7** Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.
- 11.8.8** Enhance and protect the utility of the alley network in Downtown, especially in the Downtown Core district.
- 11.8.9** Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.
- 11.8.10** Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).
- 11.8.11** Implement a safe, complete, and well-connected bicycle network.
- 11.8.12** Ensure an adequate supply of parking in the Downtown Core district without compromising the vision for a walkable downtown.
- 11.8.13** Implement median parking on Sixth Street between Beaumont Avenue and Palm Avenue.
- 11.8.14** Establish standards for bicycle parking for all development.

OPEN SPACE + RECREATION

Goal 11.9: Create opportunities for public gathering spaces and parks for civic and cultural events.

Policies:

- 11.9.1** Establish regular event programming to hold events such as Farmers Markets, and festivals in the Sixth Street median parking area.

- 11.9.2** Improve Stewart Park to meet the needs of Downtown and Town Center residents.
- 11.9.3** Set up standards for new development to provide plazas, fountains, public art, courtyards, paseos, outdoor seating, public gathering spaces and public art, wherever possible and appropriate.

INFRASTRUCTURE AND UTILITIES

Goal 11.10: Ensure adequate infrastructure is available to support the vision for Downtown.

Policies:

- 11.10.1** Replace aging wet and dry infrastructure to ensure safe and reliable provision of services for new and existing residents.
- 11.10.2** Ensure that new development pays its fair share for infrastructure and utility improvements that it necessitates.

PUBLIC SAFETY

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

Policies:

- 11.11.1** Eliminate nuisance uses and buildings that inhibit desired development patterns.
- 11.11.2** Design development in such a manner that places high consideration on the safety of citizens (e.g. “eyes on the street,” enhanced lighting, and high visibility from patrol cars). Create livelier and safer streets with front porches and windows on the street.
- 11.11.3** Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.
- 11.11.4** Utilize graffiti resistant materials and landscaping to minimize graffiti programs. Develop a program to assist property owners in clearing or cleaning up “nuisance” properties.

SUSTAINABILITY

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

Policies:

- 11.12.1** Promote the use of energy and water conservation technologies and practices.
- 11.12.2** Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.
- 11.12.3** Consider sustainable development practices that reduce energy and water demand.
- 11.12.4** Ensure that new development does not result in wind and solar access impacts.
- 11.12.5** Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

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

11.12.7 Consider changes to the building code that will increase energy efficiency.

IMPLEMENTATION

Goal 11.13: Provide for a mix of funding alternatives to include but not be limited to: Public Funds, Public/Private Funds, Special District Funds, and regional, State and Federal Grant Funds.

Polices:

11.13.1 Work in tandem with elected officials, Chamber of Commerce, Civic Organizations, and local business owners to gain public support for the Downtown Area Plan.

11.13.2 Establish a realistic timeframe and funding sources for implementing improvements in the Downtown Area Plan.

11.13.3 Explore grant opportunities for implementing the public realm improvements contained in this Plan.

IMPLEMENTATION

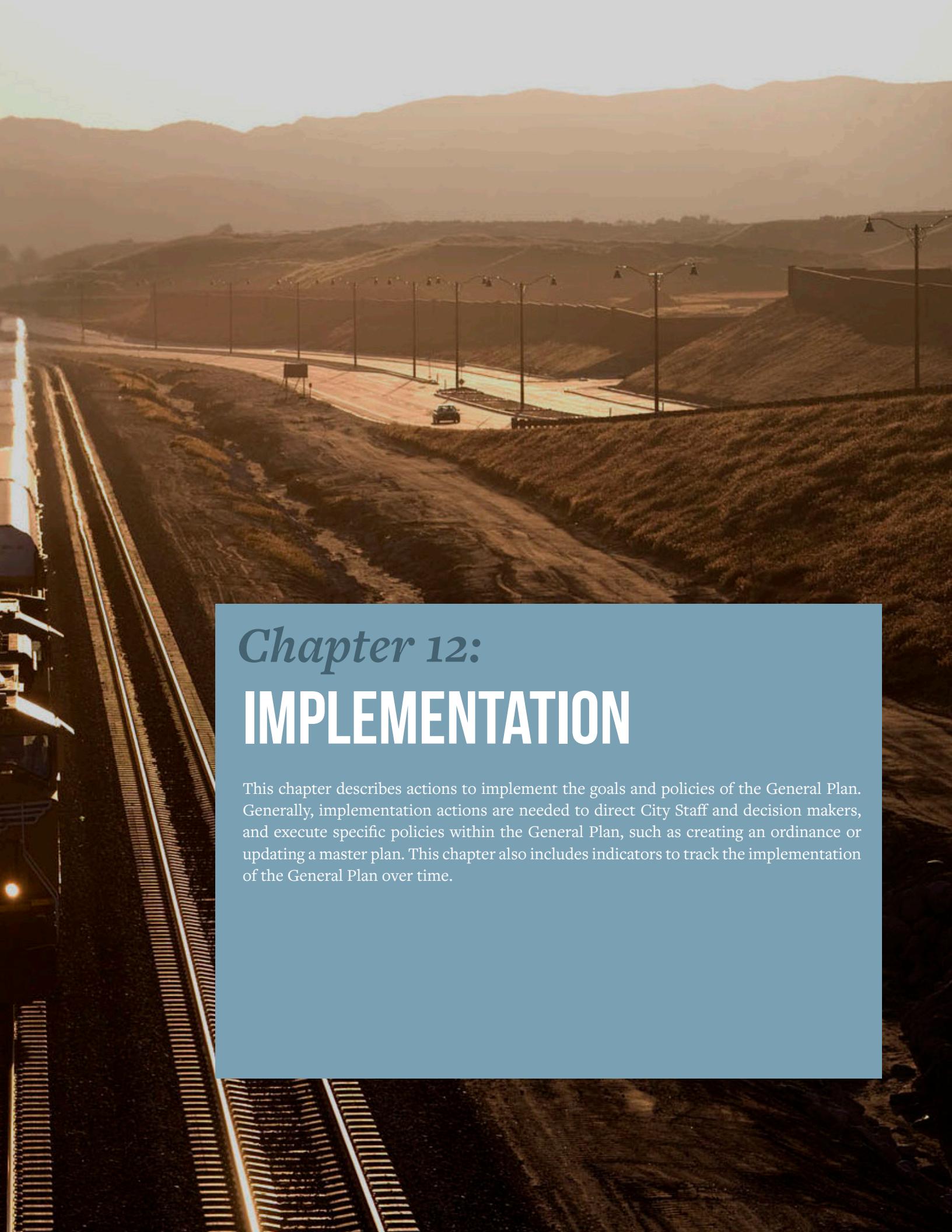
Table 11.1 Downtown Area Plan Implementation Programs

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------------------|--|----------|------------|---|
| DEPARTMENTAL PROCESSES | | | | |
| DAP1 | Update Zoning. Modify zoning map and zoning standards to maintain consistency with the General Plan. | High | Short | Planning |
| DAP2 | Prepare Design Standards and Guidelines. Prepare design guidelines to illustrate community character and complement development requirements. | Medium | Medium | Planning |
| DAP3 | Development Review. Establish procedures that expedite permitting in Downtown. | Medium | Medium | Planning |
| DAP4 | Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area. | Medium | Medium | Planning, Public Works, Economic Development |
| RESIDENTIAL USES | | | | |
| DAP5 | Infill Housing Incentive Program. Establish an infill housing incentive program focused on Downtown. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives. | High | Ongoing | Planning, Public Works, Economic Development, Building and Safety |
| DAP6 | Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination. | High | Ongoing | Planning, Public Works, Economic Development |
| NON-RESIDENTIAL USES | | | | |
| DAP7 | Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development. | Medium | Medium | Planning, Public Works, Economic Development |
| DAP8 | District Marketing. Create a branding and marketing strategy for Downtown. | High | Ongoing | Planning, Economic Development |
| DAP9 | Façade Rehabilitation Programs. Use CDBG (or other) funds to provide grants or loans to existing businesses to improve their appearance. | Medium | Ongoing | Planning, Economic Development |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--|--|----------|------------|--|
| COMMUNITY DESIGN + PUBLIC REALM | | | | |
| DAP10 | Wayfinding Program. Implement a wayfinding and signage program to establish Downtown identity and improve visibility to destinations in and around Downtown. | Medium | Medium | Planning, Economic Development |
| DAP11 | Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown. | Medium | Medium | Planning, Public Works, Community Services |
| DAP12 | Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property). | Low | Long | Planning, Community Services |

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Chapter 12: **IMPLEMENTATION**

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

PLAN IMPLEMENTATION

The General Plan will be implemented over an extended period of time - estimated to be 20 years with a time horizon of 2040. During this time, long-range planning efforts will continue using the goals and policies in the General Plan as a guide.

Although, the General Plan is a living document, State law allows it to be updated and refined over the coming decades. It encourages annual review of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals.

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

This implementation chapter includes programmatic actions to be completed by the City, such as updating plans, completing studies, or implementing new programs. Each implementation program identifies the responsible City Departments, a level of priority (high, medium, or low) and a suggested time frame, as described in the table below.

| TIME FRAME GUIDE | |
|------------------|----------------------------------|
| SHORT | 1-5 years |
| MEDIUM | 5-10 years |
| LONG | 10 or more years |
| ONGOING | Reoccurring or continuous action |

The following tables identify programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan's vision and policies. Programs are organized by General Plan chapter and are consistent with each chapter's goals and policies.

LAND USE + COMMUNITY DESIGN

Table 12.1 Land Use + Community Design Implementation Actions

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------------------|--|----------|------------|---|
| DEPARTMENTAL PROCESSES | | | | |
| LUCD1 | Specific Plan Consistency. Following adoption of the General Plan, review the existing, adopted Specific Plans and make changes to ensure consistency with the General Plan. | High | Short | Planning |
| LUCD2 | Update Zoning. Modify zoning map and zoning standards to maintain consistency with the General Plan. | High | Short | Planning |
| LUCD3 | Update Subdivision Ordinance. Update subdivision ordinance to maintain consistency with the General Plan. | High | Medium | Planning, Public Works |
| LUCD4 | Prepare Design Standards and Guidelines. Prepare design guidelines to illustrate community character and complement development requirements. | Medium | Medium | Planning |
| LUCD5 | Development Review. Work to find efficiencies and make development permitting as simple and as transparent as possible. <ul style="list-style-type: none"> Establish online permitting processes, where possible Integrate GIS functionality with permitting and planning | Medium | Medium | Planning |
| LUCD6 | Development Fees. Update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning. | Medium | Medium | Planning, Public Works |
| LUCD7 | Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions. | Medium | Medium | Planning, Building and Safety |
| LUCD8 | Downtown Area Plan. Implement policies for the Downtown Area to revitalize and create an active, vibrant Downtown. | High | Short | Planning |
| LUCD9 | Regulatory Barriers. Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development. | High | Short | Planning, Public Works, Building and Safety, Fire |

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

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

MOBILITY

Table 12.2 Mobility Implementation Actions

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

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

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

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--------------------------------------|--|----------|------------|------------------------|
| M27 | Code Update. Update Municipal Code to: <ul style="list-style-type: none"> Design standards for designated truck routes, including proper turning radii at intersections. On-street parking designated for loading and unloading during off-peak hours only. | Medium | Short | Public Works, Planning |
| M28 | Collision Data. Annually review collision data for type, location, severity, and cause. Develop countermeasures for sites with recurrent truck-involved collisions. | High | Short | Public Works |
| PARKING | | | | |
| M29 | Zoning Code Update. Update the City's parking Standards to: <ul style="list-style-type: none"> Provide a reduction in parking standards if comprehensive TDM programs are provided. Increase the number of electric vehicle charging stations in parking areas. Be consistent with the Downtown Area Plan. | Medium | Medium | Public Works, Planning |
| FUTURE TECHNOLOGICAL ADVANCES | | | | |
| M30 | Curbside Management. Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users. | Medium | Medium | Public Works |

ECONOMIC DEVELOPMENT + FISCAL

Table 12.3 Economic Development + Fiscal Implementation Actions

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

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

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------------|---|----------|-------------------|---|
| EDF17 | Local Vendor Preference. Establish a City local vendor preference policy and periodically review new approaches to encourage purchasing from local vendors. | Medium | Short/ Ongoing | City Administration, Economic Development |
| EDF18 | Business Liaison Services. Provide business liaison services to assist businesses with the permitting process, including assistance with other agencies such as utility districts and other regulatory bodies. | Medium | Short | Economic Development, Planning |
| CITY REGULATIONS | | | | |
| EDF19 | Streamline Permit Review. Create a “One Stop Permitting” process to streamline the permit review process that facilitates business attraction, retention, and expansion of projects. | High | Short | Planning, Public Works, Building and Safety |
| EDF20 | Makerspace. Allow vacant and underutilized buildings in the Downtown area to provide shared spaces for artists and artisans, including collaborative workspaces (e.g., makerspaces that have tools for the design, prototyping and creation of manufactured works). | Medium | Medium | Economic Development, Planning |
| EDF21 | Zoning Code. Update the City’s Zoning Code to <ul style="list-style-type: none"> • Reflect modern business uses and needs, including allowing flexible or shared workspaces, • Streamline permitting and procedures, • Attract desired businesses and services, • Ensure tourism-related enterprises are allowed in appropriate locations, • Allow for the pairing of uses that support business spin-offs (e.g., R&D with retail), and • Encourage experiential retail concepts that mix service uses with traditional retail so that retailers remain competitive in an increasingly online marketplace. | High | Short | Planning |

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

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

HEALTH + ENVIRONMENTAL JUSTICE

Table 12.4 Health + Environmental Justice Implementation Actions

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

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

COMMUNITY FACILITIES + INFRASTRUCTURE

Table 12.5 Community Facilities + Infrastructure Implementation Actions

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-----------------------------|--|----------|------------|---|
| GROWTH + DEVELOPMENT | | | | |
| CFI1 | Underground Infrastructure Mapping. Work collaboratively with regional utility agencies to adopt smart city technology to map underground infrastructure. | Medium | Medium | Public Works, Southern California Edison, BCVWD |
| CFI2 | Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as: <ul style="list-style-type: none"> • Greywater capture and reuse systems • On-site bioretention-based stormwater facilities • Coordinated below grade installation/repair between various providers and agencies • Wind generation on residential and commercial buildings • Electric vehicle infrastructure requirements • Green building performance standards | High | Medium | Planning, Public Works, Building and Safety |
| WATER | | | | |
| CFI3 | Adequate Water Supply for New Development: Require a Water Supply Assessment for new developments to ensure adequate water supply. | High | Short | Planning, BVCWD, Public Works |
| CFI4 | Water System Plans and Rate Study. Participate in the revision of the Urban Water Management Plan and Potable Water System Master Plan based on current requirements and policy. | High | Long | Public Works, BVCWD |
| CFI5 | Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed. | High | Medium | Public Works, BVCWD, RCFCWCD |
| CFI6 | Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors. | Medium | Medium | Public Works, BVCWD |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------|--|----------|------------|-----------------------------------|
| CFI7 | Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies, landscaping, rainwater capture, greywater systems, and use of cisterns. | Medium | Medium | Public Works, BCVWD |
| STORMWATER | | | | |
| CFI8 | Low Impact Development. Develop standards to: <ul style="list-style-type: none"> • Determine where Low Impact Development (LID) techniques are appropriate and can incorporate best management practices. • Identify and eliminate barriers to incorporate watershed protection principles. | Medium | Medium | Public Works |
| CFI9 | Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan. | Medium | Long | Public Works, RCFCWCD |
| CFI20 | Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects. | Medium | Long | Planning, Public Works, RCFCWCD |
| CFI21 | Local implementation Plan. Prepare a Local Implementation Plan (LIP) that documents the internal procedures for implementation of the various program elements described in the Drainage Area Management Plan and Regional Water Quality Control Board - Santa Ana Region Order No. R8-2010-0033 ("MS4 Permit"). | Medium | Medium | Public Works |
| CFI22 | Site Inspections. Conduct periodic inspections of commercial and industrial facilities for non-stormwater and/or pollutants discharges to the storm drain system. | High | Medium | Public Works, Building and Safety |
| CFI23 | Construction Site Inspections. Conduct construction site inspections in order to check for inadequate erosion and sediment control measures and/or non-stormwater discharges. | High | Medium | Building and Safety, Public Works |
| CFI24 | Sewer and Stormwater User Fees. Work with local and regional agencies to update existing user fees for sewer and stormwater, fund needed system upgrades, and to the extent feasible, allow for wastewater recycling and stormwater capture. | Medium | Medium | Public Works, RCFCWCD |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--|---|----------|------------|---------------------------------------|
| WASTE | | | | |
| CFI25 | Food Recovery Program. Work with local organizations and restaurants to develop a food rescue program that distributes edible food to low-income residents and promotes food waste prevention. | High | Medium | Community Services, RUHS |
| CFI26 | Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts. | Medium | Long | RCDWR, Waste Management |
| CFI27 | Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities. | Medium | Medium | Community Services |
| CFI28 | Technical Assistance. Partner closely with commercial and owners of multi-family properties to start or expand recycling and waste reduction practices. | Medium | Medium | CalRecycle |
| CFI29 | Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators. | High | Short | Building and Safety, Waste Management |
| CFI30 | Composting Program. Expand existing recycling programs to include composting yard and garden waste. | Medium | Long | Waste Management |
| ENERGY + TELECOMMUNICATIONS | | | | |
| CFI31 | Telecommunication Siting. Establish siting parameters to minimize community impacts, including demonstration of compliance with federal safety standards, low-profile designs, co-location (where feasible), and minimum setbacks from residences. | High | Short | Planning |
| CFI32 | Fiber Optic Communications. Work with regional and state partners to support fiber optic market development and Beaumont's participation in the statewide diffusion of fiber optic technology. | Medium | Long | Planning, Public Works |
| COMMUNITY FACILITIES + SERVICES | | | | |
| CFI33 | School District Planning. Work in partnership with Beaumont Unified School District to promote collaborative planning efforts, including analysis of future student impacts, joint use opportunities, and arts and culture programming. | High | Medium | Planning, BUSD, Community Services |
| CFI34 | Parks Master Plan. Develop a Parks Master Plan in collaboration with the Beaumont Cherry Valley Parks District to address deficiencies in park maintenance, existing facilities, and available open space. | Medium | Long | Planning, BCVPD, Community Services |

CONSERVATION + OPEN SPACE

Table 12.6 Conservation + Open Space Implementation Actions

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|---------------|---|----------|------------|--------------------------------------|
| ENERGY | | | | |
| C1 | Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives. | High | Medium | Planning, Building and Safety, WRCOG |
| C2 | Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings. | Medium | Medium | Planning, Building and Safety |
| C3 | Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and reduce lifetime energy costs without significantly increasing housing production costs. | Medium | Long | Planning, Building and Safety |
| C4 | Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design. | High | Medium | Planning, Building and Safety |
| C5 | Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change. | High | Medium | Planning, Building and Safety |
| C6 | Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places. | High | Short | Planning, Pass Transit, TLMA |
| C8 | Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles. | Medium | Medium | Planning, WRCOG |
| C9 | Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk. | High | Medium | Planning, WRCOG |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--------------------------------------|---|----------|------------|---|
| C10 | Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g. renewable energy industries, water treatment, and wastewater management). | High | Medium | Planning, Economic Development, Building and Safety, Wastewater |
| C11 | Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy. | High | Medium | Planning, SCAG |
| C12 | Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits. | Medium | Short | Planning, Building and Safety |
| C13 | Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential. | Medium | Medium | Planning, Building and Safety |
| AIR QUALITY | | | | |
| C14 | Air Quality Efforts. Partner with local and regional agencies to educate and support efforts that improve local air quality. | High | Medium | Planning, SCAQMD |
| C15 | Sensitive Uses. Update the municipal code to prohibit and/or mitigate the impacts of localized air pollution, addressing specific strategies for sensitive receptors. | High | Short | Planning |
| SENSITIVE HABITAT + RESOURCES | | | | |
| C16 | Buffer Zones. Update zoning code to identify and protect sensitive habitat areas and corridors, including preservation and conservation easements, open space buffers, and reduced intensity of development. | High | Short | County TLMA, Riverside Conservation Authority, Planning |
| C17 | Dark Sky Lighting Ordinance. Prepare a Dark Sky Ordinance to regulate outdoor lighting through the adoption of comprehensive citywide outdoor lighting standards, such as shielding light in the downward direction and limiting bright white lighting and glare. | Medium | Short | Planning, Public Works, Community Services |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|----------------------------------|--|----------|------------|--|
| C18 | On-site Wildlife Habitat. Encourage the protection of undisturbed native plants and habitat areas, instead of individual native plants sprinkled around a development. | Medium | Short | Planning |
| C19 | Hillside Ordinance. Support and implement the existing hillside ordinance. | High | Short | Planning, Public Works |
| C20 | Cultural Resource Sensitivity Map. Develop a Cultural Resource Sensitivity Map based upon field and literature surveys identifying the locations of known cultural resources and areas of archaeological sensitivity within the City and its Sphere of Influence. | Medium | Medium | Planning |
| OPEN SPACE | | | | |
| C21 | Joint use. Establish a formal joint use agreement with local or regional agencies to allow for the use of open space lands for flood control, utility easements, and recreational trails. | Medium | Medium | Planning, BUSD, BCVRPD, Community Services |
| C22 | Open Space Partnerships. Partner with adjacent cities, Riverside County, and local and state park agencies to create linkages and enhance access to publicly-accessible parks and open spaces. | Medium | Long | Planning, Community Services, County TLMA, Parks & Recreation, BCVRPD, City of Banning, City of Calimesa |
| BIOLOGICAL RESOURCES | | | | |
| C23 | Future Development. Partner with landowners and government agencies in the sphere of influence to promote future development concepts, coordinate on open space uses, and protect existing wildlife. | Medium | Long | Planning, Community Services, County, Parks & Recreation, City of Banning, City of Calimesa |
| C24 | Habitat Management Plan. Work collaboratively with the County to develop a Habitat Management Plan for sensitive areas in the sphere of influence, in conformance with habitat management requirements. | Medium | Long | Planning, County TLMA, RCA |
| ARTS + CULTURAL RESOURCES | | | | |
| C25 | Arts and Culture District. Update municipal code to create an arts and culture overlay to help spur catalytic projects and development. | Medium | Medium | Planning |
| C26 | Public Art Master Plan. Develop a public art master plan to identify potential sites, partnerships, and sustainable funding mechanisms for art in the City. | Medium | Medium | Planning |
| C27 | Wayfinding. Develop wayfinding and signage to key sites, including historic (non-archaeological) places (as allowed by law), gateways, and points of interest. | Medium | Short | Planning, Public Information, Economic Development |

SAFETY

Table 12.7 Safety Implementation Actions

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|------------------------------|---|----------|------------|--|
| CRIME PREVENTION | | | | |
| S1 | Police Department Staffing Ratio. Work with the police department to establish resource needs to sustain minimum staffing levels. | High | Short | Beaumont Police |
| S2 | Crime Prevention Design. Update municipal code to ensure that site design and planning techniques that reduce the potential for criminal activity (e.g., CPTED) are included. | Medium | Medium | Planning, Beaumont Police |
| S3 | Safety Taskforce. Establish a safety task force that meets with staff from the Riverside County Sheriff, police department, and other law enforcement agencies to coordinate crime prevention strategies in the City and within the Sphere of Influence. | Medium | Medium | Beaumont Police |
| S4 | Community and Recreational Programs. Establish/expand community and after-school programming for at-risk youth. | Medium | Long | Community Services, Police, Parks & Recreation, BUSD |
| S5 | Budget Review. Coordinate a periodic review with the Police Department and the Fire Safety Specialist to ensure that police and fire staff and resources keep pace with new planned or proposed development. | Medium | Medium | Planning, Beaumont Police, CAL FIRE |
| S6 | Lighting Study. Assess existing lighting needs in the city, including areas that need improved lighting or potential crime prone areas. | Medium | Medium | Public Works, Community Services |
| DISASTER PREPAREDNESS | | | | |
| S7 | Community Risk Assessment. Conduct a community risk assessment to identify critical facilities and community assets. | High | Medium | Beaumont Police, CAL FIRE, Public Works |
| S8 | Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379 | High | Medium | Planning, Public Works |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--------------------------|---|----------|--------------|---|
| S9 | Safety Information Campaign. Develop an information program to familiarize citizens with seismic risk and to develop seismic awareness. Develop an educational campaign for residents and business owners to learn what to do during an earthquake and how to better prepare for an earthquake. | Medium | Medium | CAL FIRE, Beaumont Police |
| S10 | Community Preparedness Toolkit. Adopt a local Community Preparedness Toolkit that can be used to prepare for disasters, including fires, earthquakes, and extreme heat events. | Medium | Medium | CAL FIRE, Beaumont Police |
| S11 | Maintenance Fund. Re-evaluate development impact fees to cover costs of maintaining community fire breaks and other similar activities. | Medium | Medium | CAL FIRE, Beaumont Police, Community Services |
| FIRE AND WILDFIRE | | | | |
| S12 | Fire Hazard Risk Assessment. Inventory all buildings, assigning risk level for all wildfire hazards in the City and developing regulations for each level to minimize wildfire risk. | High | Medium | CAL FIRE |
| S13 | Municipal Code Updates. Update municipal code to require that <ul style="list-style-type: none"> • new public facilities are located outside of Very High Fire Hazard Severity Zones, when feasible. • developments located in wildland interface areas incorporate and enforce standards for construction, including a fuel modification program (i.e., brush clearance, planting of fire-retardant vegetation). • development in High and Very High Fire Hazard Severity Zones prepares a fire protection and evaluation plan. • new development provides emergency access (i.e., two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire. • all existing and new homes and businesses have visible street addressing and signage | High | Short-Medium | Public Works, CAL FIRE, Building and Safety |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-----------------------|--|----------|------------|---|
| S14 | Fire Suppression Guidelines. Develop fire suppression water system guidelines and implementation plans for existing and acquired lands, including fire protection water volumes, system distribution upgrades, and emergency water storage. | High | Medium | CAL FIRE |
| S15 | Buffer Zone. Define a protected buffer zone that separates wildlands from vulnerable development to mitigate the risk of potential wildfires. | High | Medium | CAL FIRE |
| S16 | Water Assessment. Confirm that water pressure is adequate for firefighting purposes in existing and future developed areas. | High | Short | CAL FIRE, BCVWD |
| SEISMIC SAFETY | | | | |
| S17 | California Building Codes. Adopt the latest version of the California Building Code (CCR Title 24, published triennially) when released. | High | Medium | Public Works, Building & Safety |
| S18 | Earthquake Hazard Reduction Ordinance. Update municipal code to require strengthening of existing wood-frame buildings with soft, weak, or open-front wall lines in housing constructed before 1980. | Medium | Medium | Building and Safety |
| S19 | Code Enforcement. Continue the code enforcement program, including identification of pre-1933 structures of large scale or occupied by large numbers of people, and require correction or demolition of structures found to be dangerous. | High | Medium | Police, Building & Safety, Code Enforcement |
| S20 | Seismic Retrofit Incentive Program. Develop a retrofit incentive program to help reduce earthquake hazards, focused on existing public facilities as well as existing multifamily housing constructed prior to 1980. | Medium | Medium | Building and Safety |
| S21 | Geologic Instability Mitigation. Update municipal code to adopt regulatory techniques to mitigate public safety hazards, and if necessary, prohibit development where geologic instability is identified. | High | Medium | Building and Safety, Public Works |
| FLOOD CONTROL | | | | |
| S22 | Flood Control Maps. Regularly update City's maps to reflect latest FEMA designations. | High | Short | Public Works |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|----------------------------|---|----------|------------|---|
| S23 | Update Municipal Code. Update municipal code to require: <ul style="list-style-type: none"> on site stormwater runoff retention limit stormwater runoff impacts on adjacent properties | High | Short | Public Works |
| HIGH WINDS | | | | |
| S24 | Design Review. Develop guidelines for multi-hazard design measures that mitigate the effects of high winds and consider other potential risks. | Medium | Medium | Building and Safety |
| S25 | Dust Control. Develop guidelines for dust control at all excavation and grading projects, including addressing high wind conditions. | Short | Medium | Building and Safety, Public Works |
| CLIMATE CHANGE | | | | |
| S26 | Cooling Centers. Establish cooling centers to reduce Beaumont residents' vulnerability to extreme heat events and severe storms. | High | Short | Community Services |
| S27 | Critical Facilities. Upgrade building code to require critical facilities to operate on micro-grids, including generator power, solar, and wind turbine power sources. | Medium | Medium | Public Works, Building & Safety |
| S28 | Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures. | High | Medium | Public Works, Planning |
| HAZARDOUS MATERIALS | | | | |
| S29 | Remediation Strategies. Establish protocols for regular coordination with regulating agencies regarding remediation strategies for hazardous and toxic materials | High | Medium | Department of Toxic Substances Control, Public Works, Building and Safety |
| S30 | Hazardous Materials Inventory. Develop an inventory of hazardous materials used by businesses in the City. Maintain this inventory as a living document. | Medium | Long | Building and Safety |
| S31 | Contaminated Sites. Maintain a public record of property locations, which contain hazardous materials, including a timetable for and the extent of remediation to be expected. | High | Medium | Department of Toxic Substances Control, Building and Safety |

NOISE

Table 12.8 Noise Implementation Actions

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|---------------------------------|--|----------|------------|-------------------------------|
| NOISE REGULATIONS | | | | |
| N1 | Update the City's Noise Ordinance. Provide development standards and project design guidelines that include a variety of mitigation measures that can be applied to meet City standards for projects exceeding the City's noise standards. | High | Short | Planning, Building and Safety |
| N2 | Requirement for Acoustical Studies. Amend development application requirements so that projects that could result in noise environments above normally acceptable noise ranges or all new development complete acoustical studies prepared by qualified professionals to ensure that the noise levels are at acceptable levels, per the Municipal Code. | High | Short | Economic Development |
| N3 | Project Design Guidelines. Integrate project design guidelines that integrate features into new developments that minimize impacts associated with the operation of air conditioning and heating equipment, on-site traffic, and use of parking, loading, and trash storage facilities. | High | Short | Planning |
| MOBILE NOISE SOURCES | | | | |
| N4 | Freeway Noise Reduction. Work collaboratively with Caltrans and the Federal Highway Administration to install measures that mitigate noise impacts along freeways. | Medium | Long | Public Works |
| N5 | Traffic Noise Assessment. Periodically review and assess the sources of noise and vibration, strategies for mitigating impacts, and specific actions that can be applied. | High | Ongoing | Public Works |
| STATIONARY NOISE SOURCES | | | | |
| N6 | Construction Noise Limits. Review the hours of allowed construction activity to ensure they effectively lead to compliance within the limits (maximum noise levels, hours and days of allowed activity) established in the City's noise regulations . | High | Short | Planning, Building and Safety |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-----|---|----------|------------|---|
| N7 | Stationary Equipment. Enforce requirements that all stationary construction equipment shall be operated with closed engine doors, equipped with properly operating and maintained mufflers, and placed so that emitted noise is directed away from the nearest sensitive receptors. | High | Short | Planning, Building and Safety, Code Enforcement |
| N8 | Equipment Staging Areas. Require that equipment staging shall be in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors. | High | Short | Planning, Building and Safety |
| N9 | Additional Noise Attenuation Techniques. Require that temporary sound barriers are installed and maintained between the construction site and the sensitive receptors during the clearing, earth moving, grading, and foundation/conditioning phases of construction. Temporary sound barriers shall consist of sound blankets affixed to construction fencing along all sides of the construction site boundary facing potentially sensitive receptors. | High | Short | Planning |
| N10 | Vehicle and Equipment Idling. Establish requirements that construction vehicles and equipment are not left idling for longer than five minutes when not in use. | High | Short | Planning, Building and Safety, Code Enforcement |

DOWNTOWN AREA PLAN

Table 12.9 Downtown Area Plan Actions

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|-------------------------------|--|----------|------------|---|
| DEPARTMENTAL PROCESSES | | | | |
| DAP1 | Update Zoning. Modify zoning map and zoning standards to maintain consistency with the General Plan. | High | Short | Planning |
| DAP2 | Prepare Design Standards and Guidelines. Prepare design guidelines to illustrate community character and complement development requirements. | Medium | Medium | Planning |
| DAP3 | Development Review. Establish procedures that expedite permitting in Downtown. | Medium | Medium | Planning |
| DAP4 | Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area. | Medium | Medium | Planning, Public Works, Economic Development |
| RESIDENTIAL USES | | | | |
| DAP5 | Infill Housing Incentive Program. Establish an infill housing incentive program focused on Downtown. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives. | High | Ongoing | Planning, Public Works, Economic Development, Building and Safety |
| DAP6 | Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination. | High | Ongoing | Planning, Public Works, Economic Development |
| NON-RESIDENTIAL USES | | | | |
| DAP7 | Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development. | Medium | Medium | Planning, Public Works, Economic Development |
| DAP8 | District Marketing. Create a branding and marketing strategy for Downtown. | High | Ongoing | Planning, Economic Development |
| DAP9 | Façade Rehabilitation Programs. Use CDBG (or other) funds to provide grants or loans to existing businesses to improve their appearance. | Medium | Ongoing | Planning, Economic Development |

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|--|--|----------|------------|--|
| COMMUNITY DESIGN + PUBLIC REALM | | | | |
| DAP10 | Wayfinding Program. Implement a wayfinding and signage program to establish Downtown identity and improve visibility to destinations in and around Downtown. | Medium | Medium | Planning, Economic Development |
| DAP11 | Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown. | Medium | Medium | Planning, Public Works, Community Services |
| DAP12 | Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property). | Low | Long | Planning, Community Services |



APPENDIX:

COMMUNITY ENGAGEMENT RESULTS

SUMMARY

COMMUNITY WORKSHOP #1 SUMMARY

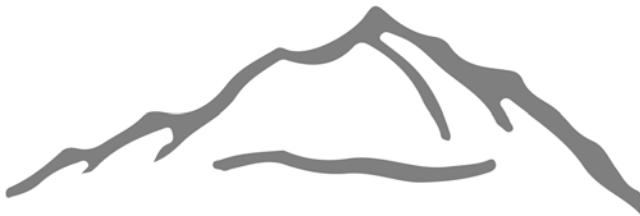
COMMUNITY SURVEY #1 – COMMUNITY SURVEY

COMMUNITY SURVEY #2 – VISUAL PREFERENCE SURVEY

COMMUNITY SURVEY #3 – PREFERRED ALTERNATIVE



COMMUNITY WORKSHOP #1 SUMMARY



COMMUNITY WORKSHOP #1

Beaumont Community Workshop #1 Summary

City Hall, Gymnasium
550 E. 6th Street, Beaumont, CA 92223
June 21, 2017 6:00 PM- 8:00 PM

WORKSHOP OVERVIEW

On Wednesday, June 21, 2017, the City of Beaumont hosted a community workshop as part of the Beaumont 2040 General Plan Update. The workshop was held at City Hall in the Gymnasium from 6:00 PM until 8:00 PM. The workshop was attended by approximately 16 people, in addition to 5 General Plan Task Force members and various city personnel. A Spanish speaking translator was available at the workshop and offered simultaneous interpretation services during the presentation. All workshop materials were available in English and Spanish. A youth table activity was available to parents and their children.



The workshop presentation was led by Matt Burris of Raimi + Associates, who provided community members with an overview of the purpose and process of the Beaumont General Plan Update. The presentation highlighted key themes and community feedback on the General Plan noting future opportunities to provide feedback on the project.

The workshop included the following types of activities:

- **Facilitated Group Discussion:** During this activity, groups of 8-10 participants, in addition to one facilitator exchanged ideas on the future of Beaumont. Participants were asked to answer three big-picture questions 1) What do you like most about your city? 2) What are opportunities in the City? Is there anything that should be preserved or changed? 3) What would you like to see improved in Beaumont 2040? What qualities or features will the City have in the future?
- **Workshop Stations:** Participants were invited to provide feedback on a variety of topics regarding the built environment. Each station asked participants to provide direction and focus on five key areas of interest for the General Plan Update: 1) prioritize top issues within Beaumont, 2) ideas for changes to downtown Beaumont, 3) top qualities within Beaumont, 4) map areas of improvement, and 5) identify preference on a visual preference survey.

This report summarizes the results of the facilitated group discussion and workshop stations.

FACILITATED DISCUSSION

Following the presentation, community members were seated at tables in groups of 8-10, with one facilitator each, totaling four small discussion tables. This activity was approximately twenty-five minutes and included brief conversations on three discussion questions. The group facilitators summarized main points from the discussions, followed by a large group report-out.

Question 1. What do you like most about your City?

Responses to this question included:

- Natural environment; Clean air, mountain ranges, rural open space,
- Location; proximity to desert, mountains and ocean,
- Small town feel,
- Quality education,
- Value and affordability of homes,
- City fiscal responsibility,
- Outdoor recreational amenities and programs,
- Safety



Question 2. What are opportunities in the City? Is there anything that should be preserved or changed?

Responses to this question included:



- Preserve and enhance Beaumont's library,
- Preserve air quality, views, and quality of life,
- Upgrade trails and pathways with better use of Edison easement,
- Upgrade freeway interchanges,
- Revitalize downtown with a defined core - update 6th street,
- Enhanced landscaping,
- Preserve City Hall's old town feel and other Historic Districts,
- Add a dark sky ordinance, limited light, hiking trails,
- Increase grocery stores (e.g., Costco) and other dining options,
- Add monthly street fairs or farmers markets,
- Increase family recreation options (e.g., bowling alley),
- Increase local job opportunities,
- Maintain industrial use separation from residential

Question 3. What would you like to see improved in Beaumont 2040? What qualities or features will the City have in the future?

Responses to this question included:

- Diversified housing,
- Attract more families,
- Balanced growth,
- Walkable, safe, connected streets,

- Transit options (e.g., Metro station),
- Improve roadways and railroad crossings,
- Develop parkland on South Extension,
- Recreational options for all ages and increased community activities,
- Increase shopping, quality entertainment and restaurants,
- Makers space, business centers,
- Attract high tech employment, and additional industry,
- Focus on careers of the future,
- Mayors Goals: attract business, high tech, manufacturing, small business centers, higher education, technical schools, Gym University center – (see Santa Clarita), enhanced recreation activities like a movie theatre

WORKSHOP STATIONS

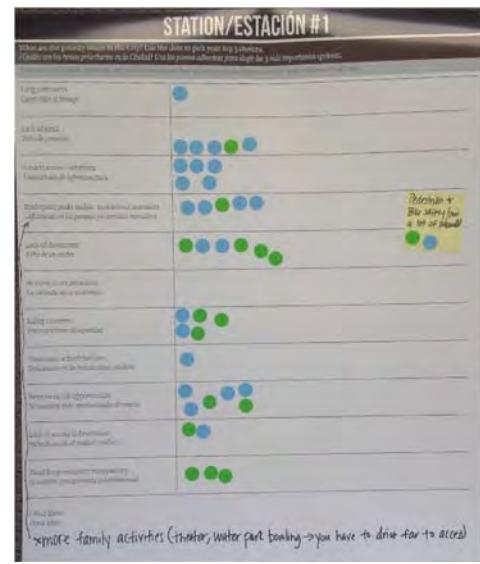
Following the facilitated discussion, participants were invited to visit each of the six workshop stations, including one youth station. Each station included a poster board with directions, a large flip chart for additional notes, stickers for the activity, a pen, and sticky notes for additional comments. Participants were encouraged to ask questions, write notes, and share their ideas. One facilitator was stationed at each workshop board to help answer questions and encourage participation.



STATION 1: CITYWIDE PRIORITIES

This station asked participants, “What are the priority issues in the City? Use the dots to pick your top 3 choices.” Participants selected their top three issues within the City. The two highest supported priorities for the city were: lack of downtown and need for more job opportunities.

| Workshop Station #1: Priorities Issues for the City Pick your top three priorities | Tally |
|---|----------|
| Long Commutes | 1 |
| Lack of Retail | 5 |
| Infrastructure Limitations | 5 |
| Inadequate parks and/or recreational amenities | 5 |
| Lack of downtown | 6 |
| Housing is not affordable | 0 |
| Safety Concerns | 5 |
| Inadequate school facilities | 1 |
| Need more job opportunities | 6 |
| Lack of access to healthcare | 2 |
| Need for government transparency | 3 |



| |
|--|
| <u>Other ideas/Additional Thoughts:</u> |
| Pedestrian & bike safety (not a lot of sidewalks) |
| More family activities (theatre, water park, bowling, you have to drive far to access) |
| Infrastructure: Road access, freeway entrances and exits, and access adequate for present community and future growth. |
| Lighting on the North side of Beaumont, road improvements |

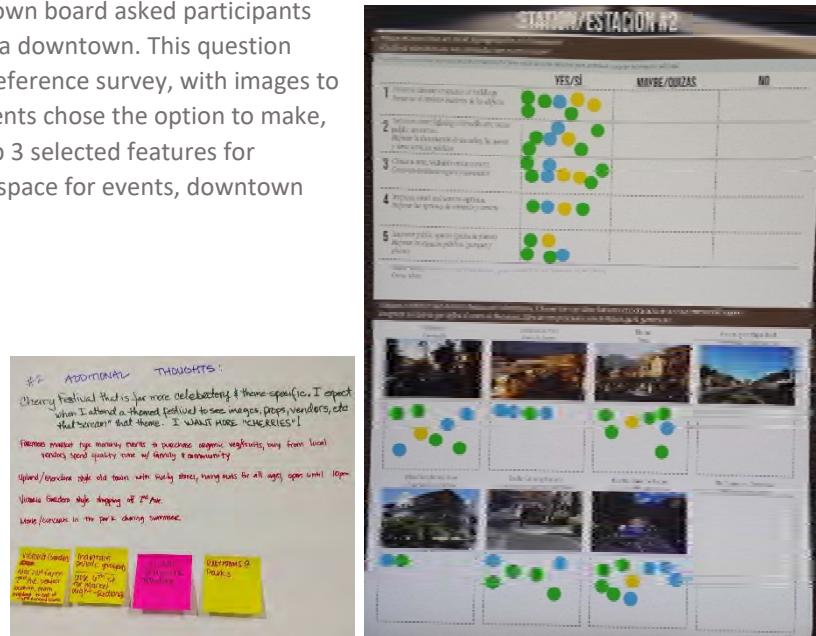
#1 ADDITIONAL THOUGHTS:
 Infrastructure: Road access, freeway entrances & exits adequate for present community & future growth
 Lighting on the North side of Beaumont, road improvements

STATION 2: DOWNTOWN

Station 2 presented to the community with two questions regarding the future of Downtown Beaumont. The first question asked participants, "Which of these ideas are most appropriate for downtown?" All respondents were in support of improvements to Downtown Beaumont's public spaces. The highest supported idea was to create a safe, walkable environment. No participants responded, "Maybe" or "No" to any of the ideas for Downtown Beaumont.

| Workshop Station #2: Downtown | Yes | Maybe | No |
|--|----------|-------|----|
| <i>Which of these ideas are most appropriate for downtown?</i> | | | |
| Preserve historic character of buildings | 7 | - | - |
| Improve street lighting, sidewalks and other public amenities | 7 | - | - |
| Create a safe, walkable environment | 8 | - | - |
| Improve retail and service options | 4 | - | - |
| Improve public spaces (parks & plazas) | 5 | - | - |

The second question on the Downtown board asked participants to choose the top three features of a downtown. This question was asked in the form of a visual preference survey, with images to illustrate each feature. No respondents chose the option to make, "no changes to downtown." The top 3 selected features for Downtown Beaumont was: flexible space for events, downtown theme and walkable downtown.

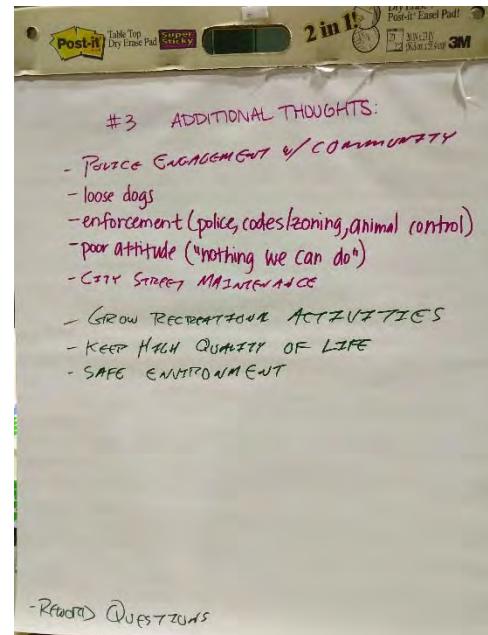


| Workshop Station #2: Downtown <i>Choose the top three features and characteristics that you would support</i> | | Tally |
|---|----------------------------------|--------------|
|  | Walkable | 8 |
|  | Destination Point | 4 |
|  | Theme | 7 |
|  | Proximity to Major Road | 0 |
|  | Mixed Residential Zone | 2 |
|  | Traffic Calming Features | 6 |
|  | Flexible Space for Events | 9 |
| No Changes to Downtown | | 0 |
| <u>Other ideas/Additional Thoughts:</u> | | |
| Farmers-market type monthly events | | |
| Old Town with lively stores and recreational opportunities for all ages (that are open late) similar to Glendora Village and/or Upland. | | |
| Victoria Gardens (Rancho Cucamonga, CA) style shopping plaza off of 2 nd Avenue | | |
| Movie/concerts in the park during summer months | | |
| Restrooms added to public parks | | |
| Maintain public grounds | | |
| Complete sidewalk network | | |

STATION 3 PRESERVATION

This station asks participants, "In the future, what are the most important qualities of Beaumont that should stay the same? Choose your top three choices." Of the options, the top 3 qualities chosen by participants were: 1) the quality of police and fire services, 2) mountain views, and 3) small town feel.

| Workshop Station #3: What quality of Beaumont should stay the same? | Tally |
|--|----------|
| <i>Pick your top three priorities</i> | |
| Affordable housing | 2 |
| Historic Buildings | 5 |
| Small Town Feel | 6 |
| Open Spaces | 1 |
| View of the Mountains | 9 |
| Quality of Schools | 3 |
| Recreational Opportunities | 3 |
| Quality Police and Fire Services | 9 |
| Parks | 2 |
| Rural Land Uses | 3 |
| Downtown | 3 |
| <u>Other ideas/Additional Thoughts:</u> | |
| Maintain quality of police services –community members have noticed lack of Police engagement with community, lack of code enforcement, poor attitudes from city staff, lack of city street maintenance, high number of loose dogs | |
| Grow recreational activities and opportunities | |
| Maintain high quality of life | |
| Maintain safety | |



STATION 4: MAPPING EXERCISE

Board 4 presented an aerial map of Beaumont, asking participants to use stickers to identify areas where they would like to see improvements to infrastructure, housing, retail and character. Many of the desired improvements focused around the 10-Freeway corridor, Downtown Beaumont, and 1st Street, noting a priority for added office, retail, sidewalks, jobs and industrial areas. Community members also indicated a desire for rural land, open space, single family homes and road improvements in Northeastern Beaumont. In Southern Beaumont, participants indicated a desire for jobs, rural land, single family homes, industrial, parks, and offices. Within the Sphere of Influence, (Western Beaumont) participants indicated a desire for rural land and no change.



Other ideas/Additional Thoughts:

- Connected bikeway throughout city
- Road improvements citywide
- Addition of an interchange at Pennsylvania Avenue
- Addition of a Metrolink Station
- Addition of sidewalks, bicycle lanes, road improvements, and jobs throughout Beaumont
- Maintain safety and security at halfway and probation housing within the city

STATION 5: VISUAL PREFERENCE

Station 5 asked participants, "Which of these features would you like to see more of in your town?" Each feature offered 4 options for which participants to vote on.

Workshop Station #5: Visual Preference Survey
Use the dots to show your preference for each feature.

| | | | | |
|------------|---|---|---|---|
| Open Space | | | | |
| | 4 | 4 | 1 | 4 |

| | | | | |
|---|---|---|--|---|
| Parks & Recreation |  |  |  |  |
| | 2 | 3 | 3 | 4 |
| Arts & Culture |  |  |  |  |
| | 3 | 1 | 2 | 4 |
| Street Design |  |  |  |  |
| | 2 | 4 | 6 | 1 |
| Shopping |  |  |  |  |
| | 6 | 4 | 1 | 2 |
| Employment |  |  |  |  |
| | 5 | 2 | 3 | 2 |
| Single Family Residential |  |  |  |  |
| | 1 | 3 | 4 | 5 |
| Multi-Family Residential |  |  |  |  |
| | 3 | 1 | 3 | 3 |
| <u>Other ideas/Additional Thoughts:</u> | | | | |
| Add a train station that accesses Los Angeles and the Desert. | | | | |

Overall, participants indicated a preference for mixed-use, walkable places and traditional development patterns and rural and small-town character.

STATION 6: YOUTH ACTIVITY

The Youth activity took place in the same space as the workshop stations. The station featured magazines, scissors, glue sticks, markers, and a template for participants to create a collage of their vision for Beaumont. This activity had two participants. Feedback from this activity included: farmers market, child safety, splash park, community garden, fun activities for families, including a bowling alley or petting zoo, housing and parks, and cooling areas.





COMMUNITY SURVEY #1 – COMMUNITY ISSUES

COMMUNITY CHARACTER SURVEY

OVERVIEW

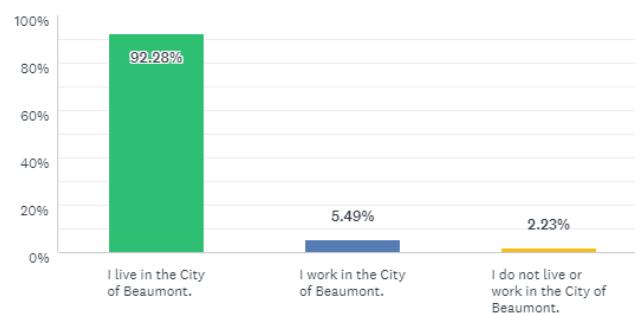
The Beaumont Community Character Survey was developed to better understand what types of places align with the community's vision for the future. Participants were asked to review a series of images and to prioritize various options.

The data collected as part of the survey will inform the development of the General Plan update. The survey was made available in an online format and was publicized through the [Elevate Beaumont](#) website, City of Beaumont's website, and social media outlets.

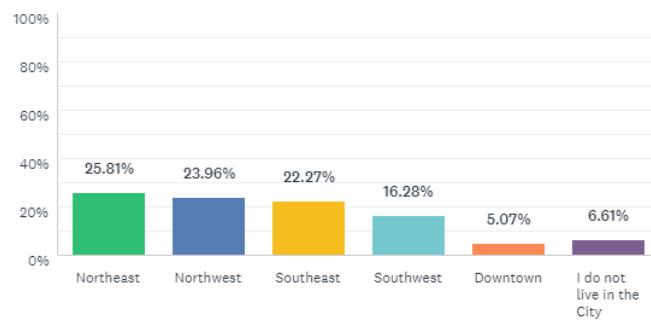
The survey included three demographic questions to identify whether participants lived and/or worked in Beaumont, general location of housing, and age range. In addition, the survey included seven questions to gather input on development character, policy options, and planning concepts for potential change areas within Beaumont. A total of 678 respondents completed the survey. However, not all respondents answered every question. While the survey respondents provided the City with valuable insights and ideas, the findings of this survey may not be "representative" of the community character preferences of all community members. On a national level, community survey respondents are more likely to be female, older, and have higher educational attainment levels than the general population. In order to develop a more comprehensive understanding of the needs and priorities of city residents, we will continue to solicit feedback from community members through other methods. These survey responses will inform and support other community input collected as part of the General Plan update.

BEAUMONT COMMUNITY CHARACTER SURVEY FINDINGS

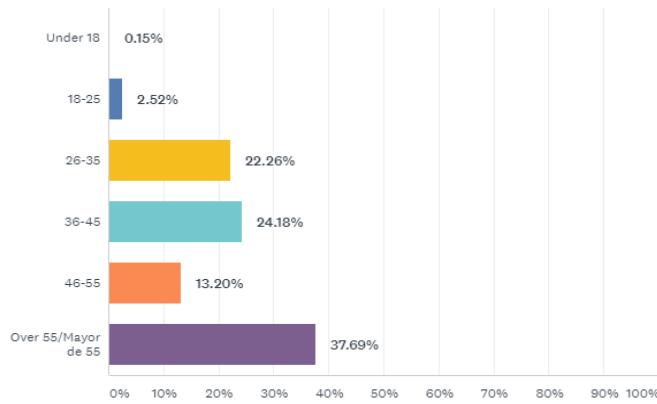
The first survey question asked respondents to specify whether they lived or worked in Beaumont. Of 674 respondents, there were 92.28% that lived in Beaumont, 5.49% that worked in Beaumont, and 2.23% that did not live or work in Beaumont.



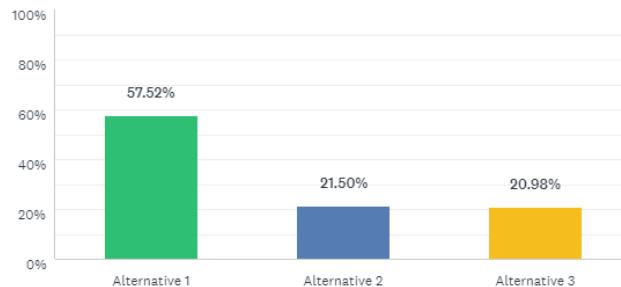
The second survey question asked respondents to specify where they generally lived in Beaumont. Of 651 respondents, there was 25.81% that lived in the Northeast, 23.96% that lived in the Northwest, 22.27% that lived in the Southeast, 16.28% that lived in the Southwest, 5.07% that lived in Downtown, and 6.61% that do not live in the City.



The third survey question asked respondents to specify their age range. Less than 1% of respondents were under the age of 18, 2.52% were in the 18-25 age range, 22.26% were in the 26-35 age range, 24.18% were in the 36-45 age range, 13.20% were in the 46-55 age range, and 37.69% were over 55 years old.



The fourth survey question asked respondents to specify the type of land use and character for the future vision of East 6th Street. The top response (57.52%) was Alternative 1.



Alternative 1:
Mixed-Use Vertical

- Allow a mix of uses (retail, office, and housing) up to 3 stories
- Provide a 2-3 story mixed use transition east of Pennsylvania

Alternativa 1:
Uso Mixto Vertical

- Permitir una mezcla de usos (comercio, oficina y vivienda) de hasta 3 pisos
- Proveer una transición de uso mixto de 2-3 pisos al este de Pennsylvania.

Mixed Use/Use Mixto
Retail, office, housing (3 stories max)
Comercio, oficina, vivienda (3 pisos max)

Table 1: Thoughts and comments related to land use and character on E. 6th Street
(Response Count=57)

| Comments related to development types: |
|--|
| • Enough housing already! We have plenty of housing but not enough for all these people to do in Beaumont. Two and three stories will block the Natural views of the mountains in Beaumont. We could use another movie theater in the area, live theater, local history museum, dancing, local shops (not box stores), etc that keep the charm of Beaumont and give people things to do. I was just in Old Town Temecula, and the Downtown area would be great for Beaumont. I have lived in Cherry Valley 23 years and have been waiting for a downtown Beaumont that captures the charm of the area. |
| • Not be of the above. Stop further development and focus on infrastructure; roadways and freeways access is troubling. And build schools to accommodate the existing housing as well as areas already in development! |
| • Just commercial |
| • Shops centers, market nights |
| • I prefer there not be any construction other than improving the street in the city. Highsprings is already overwhelm with traffic and unless there are alternative routes to lessen the congestion on that street than I vote for no more additions. |
| • No residential! Some retail. |
| • Too much housing. Actually fix the roads and not patch it up. Also fix the water leaks and drainage. |

Table 1: Thoughts and comments related to land use and character on E. 6th Street

| |
|--|
| <ul style="list-style-type: none">• This is a small, rural area. There are already too many people here. <p>My family has been here since the 1920's and we have watched Beaumont take a nose dive with more crime, etc.</p> <p>We don't want to live in a metropolis, yet we don't have a say.</p> <p>It's sad that the 3 choices only involve outsiders and we who have lived here forever pay the price.</p> <p>The more people transplanted up here, the more crime, traffic, smog. But hey, at least you guys will have money, right?</p> |
| <ul style="list-style-type: none">• I want a super target in Beaumont! |
| <ul style="list-style-type: none">• We do not need more residential without a substantial increase in commercial. |
| <ul style="list-style-type: none">• Attract business, seems city council is against small business. |
| <ul style="list-style-type: none">• No more than a strip mall/restaurants, commercial only! NO more houses or apartments! No 2 or 3 story anything! Our city is losing its rural feel and the traffic keeps getting worse. |
| <ul style="list-style-type: none">• Retail/Office only. |
| <ul style="list-style-type: none">• Target winco |
| <ul style="list-style-type: none">• No more houses! Already too many cars. |
| <ul style="list-style-type: none">• Residential is growing exponentially faster than commercial in this town. We need recreation and restaurants, not more homes. The more people you pack into a smaller area, the more congested it becomes. |
| <ul style="list-style-type: none">• We need nicer restaurants, ex: Cheesecake Factory, Panera, Corner Bakery, Coco's, Marie Calendar's, Red Lobsterbetter stores to shop, ex: Trader Joe's, Whole Foods, Sprouts, Bristol Farms. We need a Lowe's on this side of town. We do not need any more cell phone stores, mattress or fast food drive-thru eatery establishments or apartment buildings. |
| <ul style="list-style-type: none">• No apartment buildings or manufactured housing |
| <ul style="list-style-type: none">• We need a few higher end restaurants. |
| <ul style="list-style-type: none">• No more housing until the city's infrastructure is up to par to handle all the people here now. |
| <ul style="list-style-type: none">• More quality restaurants |
| <ul style="list-style-type: none">• I would love to see an area of just commercial and food places. Kind of like a downtown of the city that's family friendly. And walking & bike accessible. With seating shaded areas. Grass for children to play or walk dogs. But definitely shade, our city lacks shade and the heat is very harsh on most summer days. There's nice parks in this city but none with big enough trees that provide shade for a family picnic and such. |
| <ul style="list-style-type: none">• Retail, office space. No 99 cent stores or discount stores. Dining other than fast food would be nice. No housing, no apartments. |
| <ul style="list-style-type: none">• That area does not need 3 story houses. 2 story should be plenty. 3 story anything would not blend with the area. |
| <ul style="list-style-type: none">• Can we get a target, Costco or Winco? So many houses not enough retailers. |
| <ul style="list-style-type: none">• Smaller mom and pop business. Basically what is there now with new life added to it. Add some trees and get rid of some of the red zones so that people can park. |
| <ul style="list-style-type: none">• Costco, 24 Hr Fitness, Target, Outdoor Shopping Center (Your stop before Cabazon), Restaurants (middle to higher end setups), Tech centers, |
| <ul style="list-style-type: none">• Absolutely no low income housing or complexes. This is what happened in San Bernardino. We are better than that. |
| <ul style="list-style-type: none">• Strictly commercial on the main street. |

Table 1: Thoughts and comments related to land use and character on E. 6th Street

| |
|---|
| <ul style="list-style-type: none">Utilize empty spaces for outdoor promenades, shopping centers with major chain stores. The city has enough grocery stores. We have 2 major grocery stores on one block. (6th & Highland Springs)Retail and commercial onlyTry to leverage the history of the area and create a city center similar to what they have done with Old Town Temecula. Make it a place where people in transit between LA and Phoenix or our desert communities MUST stop for restaurants, shops, etc.One of the big negatives I see in Beaumont is the lack of a downtown. I think that there needs to be an area of Beaumont that is walkable from a lot of the new housing tracks that are going in, and 6th street seems like a reasonable option. You should look at Redlands downtown area, but that area is dying. Look at San Luis Obispo, and how they mixed new restaurants with old stores and offices.No apartments.Beaumont has enough strip mall type structures on 6th. We don't need more.Not fond of any alternative. Think I'd prefer pure commercial. 6th street traffic is awfully dangerous for little kids. Keep residential to the north of 6th.Alternative 3 with dog friendly multi family residential. If you search dog friendly apartments the nearest ones are in Redlands which is unfortunate.no apartments or mobile homes no warehouses6th Street seems to be the main thoroughfare in Beaumont. There should not be any residents living there. 6th Street should be all businesses.Traditional housing and retail stores. |
| Comments related to Streetscape <ul style="list-style-type: none">a Coronado Island feel to keep would be great for Beaumont. A place to have market night and bands come and play. Bike lanes and Bike racks to park our bikes down the blvd. Also more lighting throughout the streets.Emphasis on walkability. Limit to 2 stories.Make it Victorian styleWE NEED MORE SHADE PLANT MORE DAMN TREES IM TIRED OF THE DESERT LOOK WE ARE NOT DESERT!!!!!!!!!!!!!!Develop a historic small town walking/living community center. Attractive and intelligently designed without unsightly billboards/advertising banners. A small hub that will attract a market night, farmers markets etc...Ensure street is wide enough and there is parking. Eliminate the street changing from one lane to two lanes and then back to one causing a bottle neck with cars merging.Have a "building theme" standard, don't allow planning department to approve buildings similar to gray building along Beaumont Ave. (east side) north of 10th Street. This has got to be one of the ugliest buildings and it is on one of our main streets. no wonder that this building is still vacant after all these years.We could use a public park. Maybe a dog park.plus some "green areas" - small parks |
| Other Comments <ul style="list-style-type: none">Truly none of these are my first choice.I believe the town should encourage residents that can pay taxes to support the social services they require. The town should not encourage residents who cannot pay their full cost of social services.Lower the residential property taxes.Take a look at downtown St. Helena, Ca. just for reference. There should be an abundance of photos on line.Alternative 1 or 3 would both be ok. |

Table 1: Thoughts and comments related to land use and character on E. 6th Street

- | |
|---|
| <ul style="list-style-type: none"> I dont like any of the options. Is no longer a small town. City council should be investigated. The streets on the north side of town need to be repair that should be one of the first job in this city plan. Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes. |
|---|

The fifth survey question asked respondents to prioritize the top three characteristics preferred in the future downtown. Respondents identified “Option 1 – Entrance to Downtown” as their top choice (44.21%), “Option 3 – Street Furniture” as their second choice (46.39%), and “Option 4 – Public Art” as their third choice (54.67%).

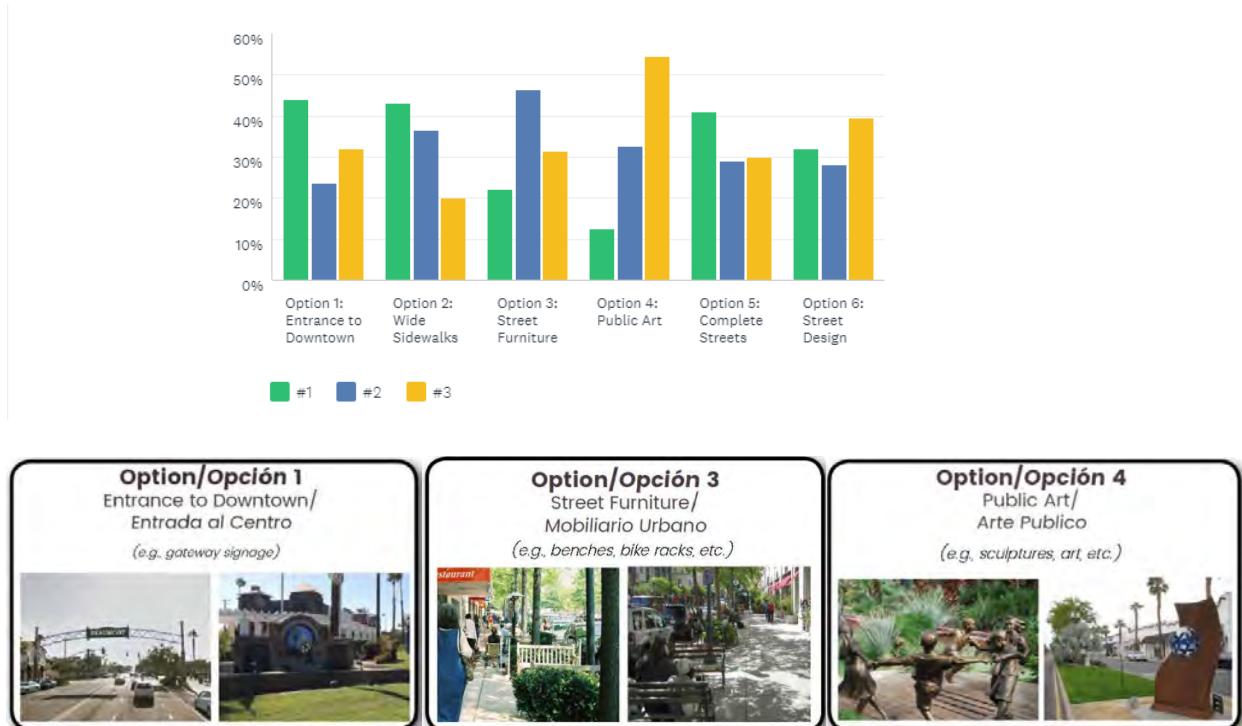


Table 2: Thoughts and comments related to the Downtown streetscape
(Response Count=38)

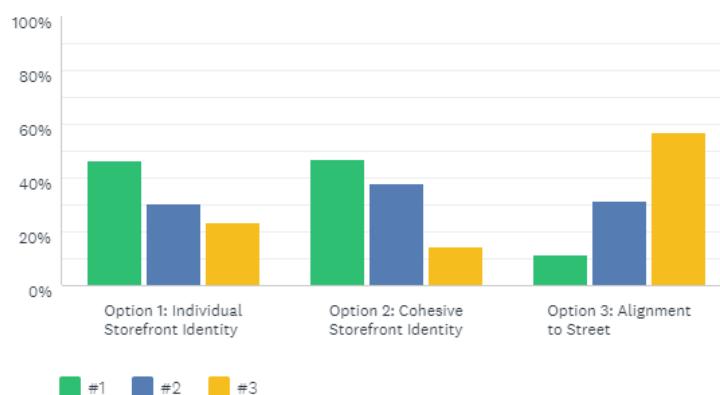
| Comments related to Beautification |
|---|
| <ul style="list-style-type: none"> Walking bridges over streets. outdoor/patio restaurants areas of planted flowers/landscaping (use of deciduous trees to reflect our old-fashioned, small-town roots as a community) |
| <ul style="list-style-type: none"> A fountain |
| <ul style="list-style-type: none"> Improved street fronts of current/existing buildings. |
| <ul style="list-style-type: none"> To truly improve this area the businesses allowed here must be attractive to bring people JUST for the sake of bringing people, e.g. upscale or creative foods, bakeries, artisans, specialty small markets, bookstores, galleries. NOT unattractive routine stores like UPS, Fedex, dry cleaners, liquor stores, etc. that should be placed in strip malls on back streets |

| Table 2: Thoughts and comments related to the Downtown streetscape | |
|--|--|
| <ul style="list-style-type: none"> sidewalk cafes, meeting places, small park, water features, art galeries, cobblestone streets. Move out the tattoo and massage parlors. Option 2 second picture mixed with option 3 first picture would give area a definite character. In order for either to work, there needs to be adequate public parking off the main street Art always brings on the fun and learning for kids! We want a nice cute walkable downtown. I would like to attract shops and small restaurants and consider a nice park or play area. 6th street and surrounding neighborhoods are not very attractive for a family walk or outing. There isn't even something near the library to make a day out of picnic, play and read. Enticing Landscaping and More restaurants With an OLD TOWN theme Closed to traffic streets except bikes and busses. Parks and sitting areas intermixed with shops and condos. Allow artists, musicians, and photographers some opportunity in the downtown area. | |
| Comments related to Trees | |
| <ul style="list-style-type: none"> WE NEED MORE TREES ITS TOO HOT PLANT MORE FREAKING TREES!!!!!!!!! I would love to have 6th street become a beautiful, tree-lined avenue. We need LOTS of trees because it's so hot in the summer. | |
| Comments related to Accessibility | |
| <ul style="list-style-type: none"> Create a walkable and distinguishable downtown, with traffic calming measures, wide and inviting sidewalks, on street parking, and an emphasis on adding mature street trees! Multi use accessible for various mobilities, biking, walking future of smart transportation again with the idea of encouraging street fairs, farmers markets, resteraunts, downtown hub. The sign is a good idea. But your biggest issue right now is traffic and walkability. Make sure there are walking paths for people that are safe and lead to the downtown area. I like the idea of a safe walkable downtown, like Victoria gardens style or downtown Claremont | |
| Comments related to Benches | |
| <ul style="list-style-type: none"> No benches. I believe it could cause homeless issues. Don't put benches for no reason, too much graffiti and vandalism in beaumont. Expand transit and transportation instead If there are any type of benches placed, they would have tho be the anti homeless ones. The have a bar In the middle sms are very uncomfortable. Many options out there to keep dirtbags out of the area Sidewalk furniture is inviting to the transient population that continues to grow in our town. Street furniture will invite more homeless people. | |
| Suggestions/Other Examples | |
| <ul style="list-style-type: none"> Please take pictures of the following: <ul style="list-style-type: none"> - Yucaipa Village: their new streetscape and diagonal parking spaces. - El Paseo Dr. Street scape: Palm Desert. Also check their landscaped walkways/"alleys"(between stores) that connect rear public parking lots to El Paseo Drive. - Claremont Village - Any of the original "downtowns" of Southland cities built before 1900 (i.e. Monrovia). | |
| Mix of residential lofts, retail and office is OK. | |
| <ul style="list-style-type: none"> Greenville, SC did a good job of redeveloping its downtown after WWII and today it is still attractive and supports mixed use in the face of stiff competition from outside areas. For us, the trick is easy and convenient access to route 10 to make coming to Beaumont for entertainment attractive. down town like redlands state street | |

Table 2: Thoughts and comments related to the Downtown streetscape

| |
|---|
| <ul style="list-style-type: none"> Beaumont doesn't really have a downtown. They should look at downtown Redlands. Bring in restaurants, bars, and shops. A whole street of antiques is depressing. |
| Other Comments |
| <ul style="list-style-type: none"> Whatever is chosen has to limit the ability of the ever increasing homeless population to gather in the downtown area. If it doesn't it will end up being like every other downtown where I won't go. |
| <ul style="list-style-type: none"> Built in a style that matches the environment just like the folks in Arizona. I dont like this options neither, they look like west L.A. |
| <ul style="list-style-type: none"> If you let that (used to be called) Gateway project in, there's another such use right behind it. We are going to wind up like Santa Fe Springs. |
| <ul style="list-style-type: none"> 2, 3 and 4 |
| <ul style="list-style-type: none"> Dont just randomly spend money. This is a beautiful city with terrible leadership. Please dont screw up with city any more. |
| <ul style="list-style-type: none"> d |
| <ul style="list-style-type: none"> don't understand how to fill out this one |
| <ul style="list-style-type: none"> Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes. |
| <ul style="list-style-type: none"> Why should these all be separate options? Is there any reason why we can't have bike paths AND safe streets AND wide sidewalks WITH furniture AND art? |
| <ul style="list-style-type: none"> or any of the combinations above. |
| <ul style="list-style-type: none"> Lower the residential property taxes. |

The sixth survey question asked respondents to prioritize the type of building character preferred in the future downtown. Respondents identified “Option 2 – Cohesive Storefront Identity” as their top choice (47.51%), “Option 1 – Street Furniture” as their second choice (38.21%), and “Option 3 – Alignment to Street” as their third choice (56.96%).



Option/Opcion 2:
Cohesive Storefront Identity/
Identidad de Tienda Cohesiva
(e.g., themed business corridor)



Option/Opcion 1:
Individual Storefront Identity/
Identidad de Tienda Individual
(e.g., diverse business corridor)



Option/Opcion 3:
Alignment to Street/
Alineación a la Calle
(e.g., standard distance from sidewalk)



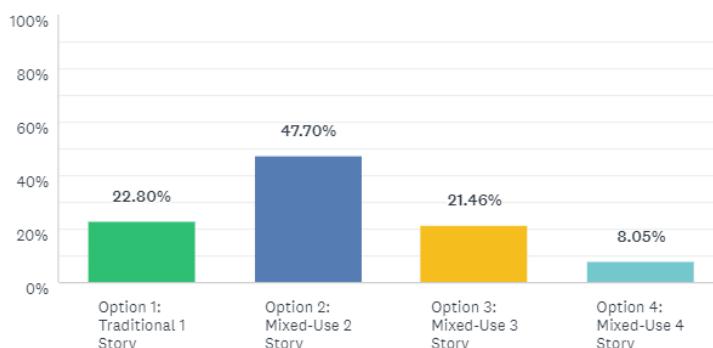
Table 3: Thoughts and comments related to the Downtown streetscape
(Response Count=26)

| Comments related to individual vs. storefront identity | |
|--|---|
| <ul style="list-style-type: none"> • I like the individual storefronts but with a general theme. That way there can be variety to provide interest, but with the same theme so it looks cohesive and not junky. • Development should be complimentary in massing, scale, and articulation but should provide visual interest and character rather than looking like one continuous mass of building. • Rustic style, Old West style, | |
| <ul style="list-style-type: none"> • The individual storefront identity is great, but there should still be an expectation of upkeep. • cohesive in the sense it needs to convey a sense of planning rather than randomness due to decades of change. | <p>It does NOT mean that all stores are alike or match, rather individual attractiveness with guidelines.</p> |
| <ul style="list-style-type: none"> • It can be cohesive, yet colorful and vibrant with accents. It can reflect multicultural elements with colorful accents it does not have to be bland and boring. • Wide sidewalks, some cohesion to frontage appearance (adherence to a theme) tied together with public art • NOT a cookie-cutter, just-like-every-suburb look! • Single story, before we can't see the beautiful mountains. Remember, Beaumont stands for beautiful mountains? • PLANT MORE FREAKING TREES WE LOOK LIKE A DAMN FARM TOWN • Stores, shopping malls, restaurants, theaters, you know, civilization. • Lots of trees and trendy store fronts. • Please leave enough room for wide sidewalks. As new parents we always struggle on outings due to the fact that the sidewalks are not wide enough for strollers and other people walking by. Please make our city FAMILY FRIENDLY, Our Kids are the future. • I really only like #2 • Needs a central drawing point such as a community gazebo and/or coffee shop with music. • Aligned systems carry the potential to look to sterile or monotone. • Love these ideas! • Sidewalk Cafe, No more than 3 stories | |
| Comments Related to Parking | |
| <ul style="list-style-type: none"> • Public Parking keeps many potential shoppers away from downtown. Need much more public parking. Since Beaumont doesn't really have a strong "individual storefront" identity, this may have to be recreated from scratch. Design various sized building pads, then attract businesses that would want to build on the pads, then go through planning commission/architectural commission, to get unique storefront and floor plan approved. OK to have residences over storefronts. • Easy convenient parking is the key, along with easy crossing route 10. | |
| Other Comments | |
| <ul style="list-style-type: none"> • Allow Class Acts to develop his property on the corner of Wellwood and 6th. Allow a fence to protect the cars they are working on instead their current situation. Give current business owners the chance to improve their businesses so they stay in our town to create revenue. • Please choose picture with same backgrounds. The picture with the dreary background will not be as popular. • None this will eventually make me sell and leave the area. We are a dessert community not west L.A. | |

Table 3: Thoughts and comments related to the Downtown streetscape

| |
|---|
| • Lower the residential property taxes. |
| • Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes. |
| • These variations are not easy to visualize. Could you make them yet smaller? |

The seventh survey question asked respondents to identify preferred building intensity in the future downtown. Respondents identified "Option 2 – Mixed-Use 2 Story as their top choice (47.7%).

**Table 5: Thoughts and comments related to the Downtown Building Intensity**

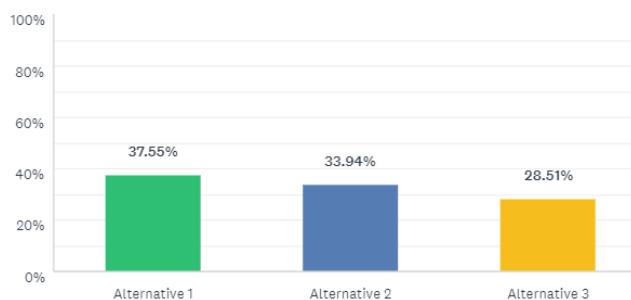
(Response Count=23)

| Comments related to 2-story |
|---|
| • Limit to 2 stories. Consider 3 stories only if the building provides a public benefit (LEED certified, public art, unique innovation, etc). Maintain a small town feel that is safe and walkable. Don't give in to every pressure by Orange County developers looking to maximize profit before they sell off and leave the area. |
| • I find 2-story to be the most humane building height... |
| • I think it would be great to have storefronts on the lower floor, with living quarters on the upper levels. |
| • no higher than 2 stories so you dont totally block the mountain view |
| • A careful mix of 2 & 3 story building would be interesting and not as limiting as just one story requirements. |
| • We are too close to the two major faults on either side of us to allow more than two stories |
| • Anything above a two story building will make this feel like a big city. |
| Comments related to Other Heights |
| • We don't want the views of the mountains blocked by multiple stories. Please keep it to single story buildings. |

Table 5: Thoughts and comments related to the Downtown Building Intensity

| |
|---|
| <ul style="list-style-type: none"> • Different heights of mixed-used • NO multi story!!! • Depending on the type of establishment that is being built. <p>It might need two stories if we are talking about a restaurant, if there will be seating upstairs. If it is a store, it might need to be three stories.</p> |
| <ul style="list-style-type: none"> • Vertical height is dependent on parking and easy egress. • Too many seniors in Beaumont to have 3 and 4 story buildings. Beaumont is too windy for high structures...will cost extra money to build to meet codes. • Doesn't have to all be three story. |
| Other Comments |
| <ul style="list-style-type: none"> • some denser, affordable, residential housing for young singles, and young-marrieds above store fronts and community buildings, would improve the liveliness and support for restaurants and businesses... • Option 3 followed by Option 2 followed by Option 4. <p>At the corners at the Intersection of Beaumont Avenue and 6th Street, we need a radically different/dramatic streetscape: Tear down buildings at each corner. Build expansive sidewalks with bike lanes, and a diagonal crosswalk. Also "mini parks" at each corner for seating/shade and vendors, then build a diagonal promenade on Northeast Corner that would go diagonally to the corner of 7th Street and Magnolia, and connect to City Hall. Much more here.</p> |
| <ul style="list-style-type: none"> • PLANT MORE DAMN FREAKING TREES!!!!!!! ?? ?? • Get rid of the trashy liquor stores. • None • Lower the residential property taxes. • No development until roadways are corrected and schools are built • None • Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes. |

The eighth survey question asked respondents to identify land use types and character preferred for the future South of Potrero. Respondents identified "Alternative 1" as their top choice (37.55%).



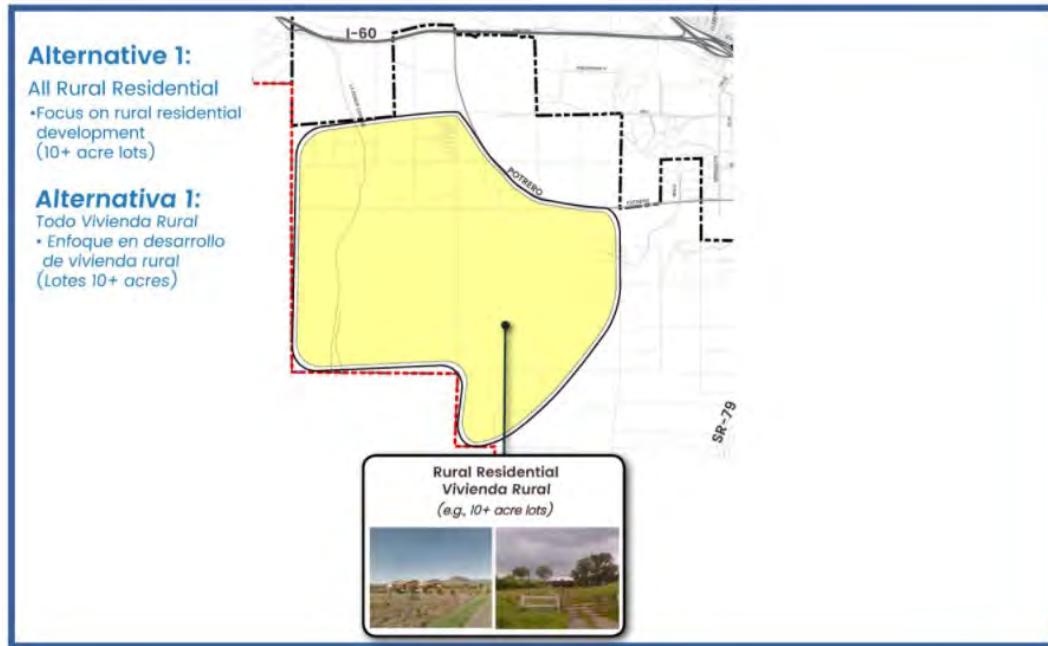


Table 5: Thoughts and comments related to South of Potrero
(Response Count=31)

Comments related to limited/no development

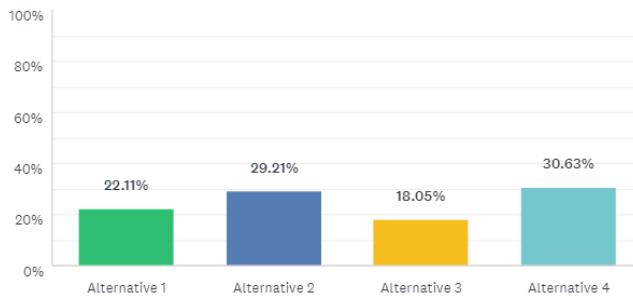
- Don't disturb this area with more houses there's already too many homes and not enough business stores.
- In all honesty, it would be nice to have some land undeveloped. It's ok to have open space. I grew up in the pass and remember Beaumont with less than 8,000 residents and one stoplight. It is hard to preserve the "small town" feel when the town keeps growing.
- Please leave it rural, we don't need more congestion!
- I don't think there should be ANY new development in this area
- NO residences!
- I don't support any building of anymore homes or warehouses.
- NO MORE WAREHOUSES
- open land
- WE NEED MORE TREES PEOPLE ENJOY NATURE OUT HERE WE DO NOT HAVE SHADE OR TREES!!!!!! THINK OF THE NATURE PEOPLE WE LOVE HIKING OUT HERE!!!!!!!!!!!!!!
- A large park venue, that could offer weekly/monthly concerts, fairs, farmer markets.
- 1. Sports Fields
2. Rural Residential with City Park.
- There is already too much building in Beaumont, it is taking away the small town feel. At least until the infrastructure and shops and business can catch up.

Also the sewer and water capacity issue is addressed.
- Our streets are not in any shape ready for a higher population.
- Potrero land use should include a large public park

Table 5: Thoughts and comments related to South of Potrero

| |
|--|
| <ul style="list-style-type: none">• The cities infrastructure doesn't currently support the homes we have, or are building. NO MORE HOMES!!!!• Everything else would be too destructive to the beautiful nature and serenity down there...• Please do something this this land that will keep the shooters and others out of the area, but that is wild-life friendly like Four Seasons. |
| Comments related to education |
| <ul style="list-style-type: none">• High School & middle school• How about another High School? |
| Other Comments |
| <ul style="list-style-type: none">• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.• Public executive golf course• Please do not make the area car-dependent suburban. The elderly and local community should be able to catch a bus throughout Beaumont to get to doctor's appointments and grocery store. Also people should be able to bike around town instead of depend on cars. We need to make Beaumont more walkable and green. |
| Maybe an electric charging station? |
| Maybe bike/golf cart lanes? |
| <ul style="list-style-type: none">• We need more high density options. Condos, PUDs & apartments. Single story condo & townhouse type structures provide for more first time buyer opportunities.• I don't know this area. |
| <ul style="list-style-type: none">• 3 would be my 2nd option• Ensure there is more basic shopping near housing so everyone doesn't have to drive to the highland springs area and the bottleneck traffic there.• 2 or 3 is good but be very careful about how the freeway interchanges work.• Not a fan of any really, but chose 3.• Un• None |
| <ul style="list-style-type: none">• Build for estate residential subdivisions ranging from 1 acre to over 10 acres. The estates at Wildwood Canyon Rd. and Oak Mesa and Mesa Grande (Wildwood Canyon Rd ridgeline) in Yucaipa are good reference. Potrero Blvd south of SR60 needs to be iconic. Also need to separate the residential traffic from the commercial traffic. 4th street intersection will need much planning. Preferred if there were zero commercial/industrial/warehouseing south of SR60. This is also an excellent place for a 36 hole golf/tennis destination resort. Or maybe a headquarters (but only if it met stringent architectural/streetscape guidelines). Don't forget the existing ranch off Jackrabbit trail already does good business with weddings, bbq., horseback ridding, quasi-dude ranch amenities. We should draw from that property. Also tons of wildlife in this area. Regional/State Park? |

The ninth survey question asked respondents to identify land use types and character preferred in areas West of SR-79. Respondents identified “Alternative 4” as their top choice (30.63%), closely followed by Alternative 2 (29.21%).



Alternative 4:
Traditional Neighborhood +
Rural Residential + Jobs
• Focus on traditional neighborhood
and rural residential development.
• Provide for highway commercial
development and jobs.
• Develop gateway element.

Alternativa 4:
Vecindario Tradicional +
Vivienda Rural + Trabajos
• Enfoque en desarrollo de vecindarios
tradicionales y vivienda rural.
• Proveer comercio y
trabajos al borde de
carretera.
• Crear entrada a la
ciudad.

Rural Residential
Vivienda Rural
(e.g., 10+ acre lots)

Traditional Neighborhood
Vecindario Tradicional
(e.g., complete neighborhoods)

Highway Commercial
Comercio a borde de Carretera
(e.g., retail center near highway)

Gateway Element
Entrada a la Ciudad
(e.g., gateway signage)

Alternative 2:
Rural Residential + Jobs
• Focus on rural residential
development (10+ acre lots).
• Provide for highway commercial
development and jobs.
• Develop gateway element.

Alternativa 2:
Vivienda Rural + Trabajos
• Enfoque en desarrollo de
vivienda rural (Lotes de 10+ acres).
• Proveer comercio y trabajos al
borde de carretera.
• Crear entrada a la ciudad.

Rural Residential
Vivienda Rural
(e.g., 10+ acre lots)

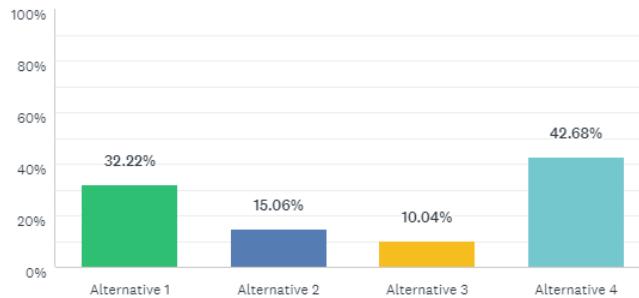
Highway Commercial
Comercio a borde de Carretera
(e.g., retail center near highway)

Gateway Element
Entrada a la Ciudad
(e.g., gateway signage)

Table 6: Thoughts and comments related to West of SR-79*(Response Count=25)*

| Comments related to specific images or combinations of images |
|---|
| <ul style="list-style-type: none">• This is ideal for a regional/state park with lakes, hiking trails, wilderness areas, equestrian, picnicking, overnight camping, fishing, star-gazing, Rocky Mtn Style Lodge resort. There's also a Least Bells Vireo Nest in this section which could be a focal point for bird viewing. Also note this has mucho birdlife (along the Pacific Flyway). Create (dude) ranch amenities. Historical points. |
| Chino Hills State Park might be a good model to start with. |
| <ul style="list-style-type: none">• No gateway sign. That's a waste of money.• None• No more houses!!!!• Houses are too close together as it is. Don't want to look like santa rosa.• WE NEED MORE TREES PEOPLE ENJOY NATURE OUT HERE WE DO NOT HAVE SHADE OR TREES!!!!!! THINK OF THE NATURE PEOPLE WE LOVE HIKING OUT HERE!!!!!!!!!!!!!!• SCHOOLS HIGH SCHOOL MIDDLE SCHOOL• All jobs• (• No more residential areas!• No homes, no warehouses• Beaumont Ave especially between 1st and 6th can't handle ANY new development without widening and fixing the Beaumont ave on and off ramp, FIRST, not after you get a whole bunch of people in the area.• Splash pad area• We do not need any development here. Leave it alone.• No ware houses if that is what you mean by gateway element in the other 2 options• Lower the residential property taxes.• Traditional neighborhood, Highway commercial, and Gateway element.• I would like to see the greenbelt, and housing moved more north and the commercial and gateway be closer to the dump (more south) for environmental issues in the future. |
| Also could we please have compostable waste options for the city? |
| <ul style="list-style-type: none">• The industrial area should be higher quality though than simple home depots and corporate repetition... |
| Same for the other areas... |
| <ul style="list-style-type: none">• Focus less on the rural residential development. Too many open fields.• Just leave this area alone!!!!• ABSOLUTELY NOT 4. NO MORE WAREHOUSES AND NO MORE TRUCKS ON THE I-10.• open land• Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes.• Make all commerical. |

The tenth survey question asked respondents to identify land use types and character preferred in areas East of SR-79. Respondents identified “Alternative 4” as their top choice (42.68%).



Alternative 4:

Urban Village South + Traditional Residential

- Focus on high density mixed use near SR-79.
- Traditional residential development in closer proximity to mountains.
- Provide for highway commercial development and jobs.
- Develop access to open space and recreation.

Regional Commercial
(e.g., regional focal point for retail)

High Density Residential
(e.g., mixed use)

Open Space/Recreation
(e.g., access to trails, open space, etc.)

Traditional Neighborhood
(e.g., complete neighborhoods)

Table 6: Thoughts and comments related to East of SR-79
(Response Count=31)

| Comments related to specific images or combinations of images |
|---|
| <ul style="list-style-type: none"> We are done with urbanized development south of the existing city limits. This needs to be preserved as open-space. Add it to the Potrero Preserve. |
| <ul style="list-style-type: none"> Regional commercial instead of highway commercial. |
| <ul style="list-style-type: none"> Beaumont should stay rural as much as possible. Job creation should not be part of the city's plan. People have been coming to Beaumont FOR its rural character. Jobs are being created in nearby cities. Beaumont should be residential, not industrial or commercial. Think of wealthy areas in Los Angeles county. They do NOT feel the need to create jobs. Land values stay high BECAUSE the people work elsewhere and go to their homes for refuge and beauty. Do NOT develop further the industrial character of Beaumont, it will keep land values DOWN rather than raise them. There is great potential for Beaumont to be the go to for upscale rural living if you do not destroy it with more warehouses and industry! Then people will continue to go to Cherry Valley or other nearby areas and those property values will continue to be higher than Beaumont's. |
| <ul style="list-style-type: none"> But what will you do to ebb the traffic??? |
| <ul style="list-style-type: none"> I like alternative 4, but without the high density mixed. We don't need apartments. |
| <ul style="list-style-type: none"> Keep the rural character of this area as much as possible. |
| <ul style="list-style-type: none"> None |

Table 6: Thoughts and comments related to East of SR-79

| |
|---|
| <ul style="list-style-type: none"> Just wish you'd buy our house so we could get out of here. It's sad to see how outsiders come in to small towns and see \$ signs and don't take into consideration the full effects of what this kind of building does on so little acreage. We have trouble getting out of our driveway as it is. WE NEED MORE TREES PEOPLE ENJOY NATURE OUT HERE WE DO NOT HAVE SHADE OR TREES!!!!!! THINK OF THE NATURE PEOPLE WE LOVE HIKING OUT HERE!!!!!!!!!! I really like option four but without the high density living. Perhaps just all traditional living. The mountains and open space should be preserved. Beaumont may be one of the last places to prevent over development. You have a large population that moved here because of the country feel. Please keep it that way. Development is already threatening the character of the area please do not overbuild this area or your large economic base may move out. No residential areas! Alt 1,2,&3 need some open space recreation/trail head access. Try to stay away from high density areas, because it will increase crime rates. I understand there needs to be some, but try to keep at a minimum. |
| <ul style="list-style-type: none"> Add some kind of recreation to option 1 Same as last Answer. Beaumont Ave and Highland Springs from 1st to 6th street have to be completely fixed, gutted, made into cohesive multi lane, better ingress egress at all shopping centers etc BEFORE building anything else. Splash pad area Leave it alone! Really opposed to high density housing in this area Build a second High School for all the kids living on the east side of town. Lower the residential property taxes. Executive golf course Please make sure you are thinking of how people will be able to have access to other parts of Beaumont without a car. What is being put in place for having it a walkable city and a drought-tolerant, environmentally friendly city? |
| How will we handle the spike in population? |
| What programs and space are we developing for our seniors, children and disabled citizens? |
| <ul style="list-style-type: none"> Not really excited about the high density residential. <p>It may make more sense to combine regional commercial with a traditional neighborhood and rural residential...</p> <ul style="list-style-type: none"> Connect the Potreros at the upcoming interchange--so residents east of 79 have a better route to the 60 freeway, and it will ease the backup on Beaumont Avenue. What about the cemetery? I moved to this area because it's one of the last beautiful open spaces in the city. Do not touch this land. Leave as is. NO MORE HIGHWAY IMPACT PERIOD. open land Lower our property taxes in the new development areas, like Fairway Canyon. 2.4% is insane. I've lived here 10 years and have seen so many leave our town to Yucaipa, Cherry Valley, Redlands, etc because of our property taxes. |

Table 6: Thoughts and comments related to East of SR-79

- You also need some apartments/townhomes to house those that don't have funds to buy housing. Need commercial and businesses so Beaumont can get a better tax base, as it seems we have to drive somewhere else to buy what we need.

Don't turn Beaumont into another Moreno Valley.



COMMUNITY SURVEY #2 – VISUAL PREFERENCE SURVEY

VISUAL PREFERENCE SURVEY

OVERVIEW

The Beaumont Visual Preference Survey was developed to provide community members with an opportunity to offer feedback on different design options. The survey included several series of four photographs related to design elements in the community. Respondents were asked to rate their preferred images for each series of photographs.

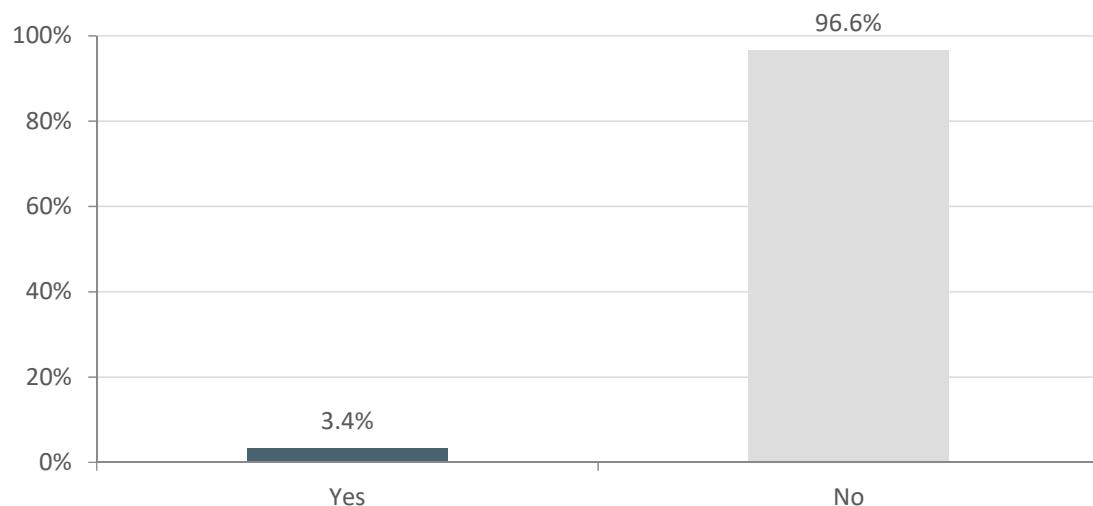
The survey collected data that will inform the development of the General Plan update. The survey was made available in an online format and was publicized through the [Elevate Beaumont website](#), the City of Beaumont's website, and social media outlets.

The survey included nine questions and received 854 responses. However, not all participants answered every question. While the survey respondents provided the City with valuable insights and ideas, the findings of this survey may not be "representative" of the visual preferences of all community members. On a national level, community survey respondents are more likely to be female, older, and have higher educational attainment levels than the general population. In order to develop a more comprehensive understanding of the needs and priorities of city residents, we will continue to solicit feedback from community members through other methods. These survey responses will inform and support other community input collected as part of the General Plan update.

BEAUMONT VISUAL PREFERENCES SURVEY FINDINGS

The first survey question asked respondents to specify whether they had attended a previous workshop on June 21, 2017. Of 850 respondents, 3.4% responded "yes" and 96.6% responded "no."

Did you attend our previous workshop on June 21, 2017?



The remaining sections of this report correspond to the visual preference survey topics:

1. Open space,
2. Parks and recreation space,
3. Arts and culture facilities,
4. Street design,
5. Shopping types,
6. Employment facilities,
7. Single family residential homes, and
8. Multi-family residential homes.

OPEN SPACE

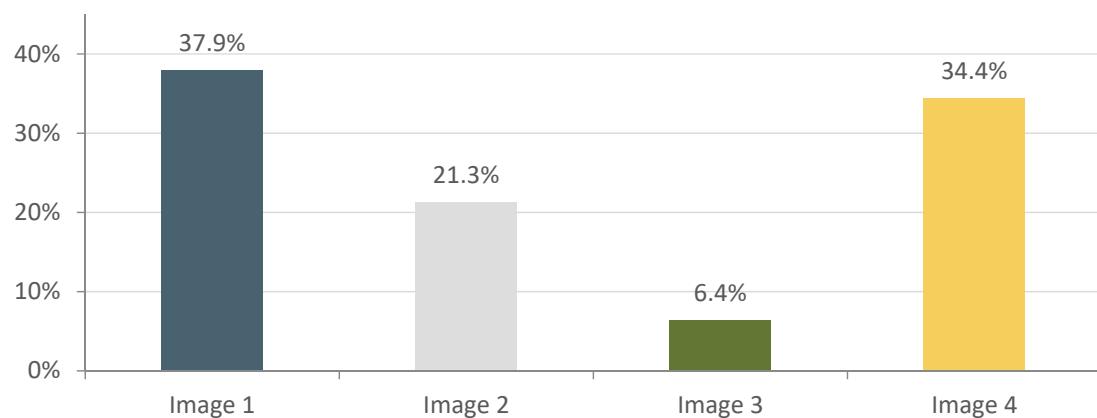
The first series of photographs asked respondents about the type of open space they would prefer to see in Beaumont.

Figure 1: Image Options Related to Open Space



There were 799 responses to this question. Respondents indicated a preference for Image 1 (37.9%), followed by Image 4 (34.4%). In addition, 21.3% preferred Image 2 and 6.4% preferred Image 3.

What type of open space do you prefer in Beaumont?



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 1: Thoughts and comments related to open space

(Response Count=147)

Comments related to specific images or combinations of images

- Anything but image 3
- I also like Image 1. I think a combination is best to suit different types of people.
- Can't image #1 and #2 be one in the same. Also,, if it is a walkway can it go far and wide. Like the trail that meanders through Rancho Cucamonga, Upland, San Dimas, and Glendora. It has horse spots, pretty spots, panoramic outlooks, and even those exercise equipment spots.
- I like the looks of this open space, however I would want all residents with or without families to enjoy, as in other pics
- Actually a combination of 1, 2 & 4.
- 1 and 2 mixed use. Bike walking and riding trails winding throughout
- A combo of 1 and 2 would be ideal. Public places that are neatly groomed and use able for foot traffic
- A little of both image 1 and 2
- Actually I like 1 & 2
- I also like the idea of 3. That would be a strong second Choice.
- Option 1 is also nice

Comments related to building of warehouses and homes

- NO WAREHOUSE!!! Too much noise, too much traffic!!
- No warehouses
- No more warehouses built in this area, that will cause more traffic congestion in Beaumont, Banning and Cherry Valley area.
- NO WAREHOUSES! And no more houses!!
- No more houses.no more people
- It is an absolute MUST that the mega gateway warehouse project be defeated.
- Fewer homes and warehouses.
- Stop building houses
- No more houses, trailer parks, and certainly no distribution centers
- Limit the number of new family homes being built...there are too many! More senior homes should be built and Beaumont should be the City that caters to the senior population.
- Stop building so many track homes
- Stop building houses and let nature stay.
- Stop the building of the Houses at the old egg ranch, the Gateway warehouse project and the low income trailer park. AND rid this place of fireworks and more serious crime. Spend your money on more police protection and detectives. Some plain un-marked cruisers would really help. There are always huge explosions going off on Marueen and Brookside. The police come in their MARKED cars and see nothing. There is evidence in the streets but no one around.
- Too much new housing growth is ruining the small town feel. Also too much housing growth without fixing road conditions, freeway accessibility and accomodating increase of children in the schools.
- NO MORE HIGH DENSITY HOUSING DEVELOPMENTS
- stop building houses so we can have more green space
- I do love beautiful trails to walk on. Just don't want houses and businesses taking up the open land. I like the looks of pictures 1 and 2 as well.

Table 1: Thoughts and comments related to open space

Comments related to green space and recreation

- With plenty of shade and color....dog park....paths....kids playgrounds.
- Keep as much green space as possible. Nature soothes and relaxes us.
- Downtown needs added planters and trees, to give shaded walkways which would encourage walking and shopping through downtown. A small parking structure is needed as well.
- More flowering trees and flowers in hanging baskets from street lights and flowers in pots lining the city streets. Also would love to see Christmas lights and decorations along city street lights during the holidays. Could also decorate with various flags for major holiday days, Cherry Festival etc. This would give Beaumont a more homey small town feel.
- We need more trees. Our city should be planned like Redlands with a historic area, market night, shopping area etc
- Love the flowers and trees around practical space. Would love for them to tolerate plants as well for conservation.
- I would like to see more greenery and pathways for walking and bicycling.
- Low maintenance greens not desert landscape. Desert tends to look like weeds or poorly maintained property.
- I am drawn in by the green, rather than the hot and dry looking pictures.
- Community garden
- Botanical garden
- Garden with grassy hills and hedge maze
- city parks, community gathering places, sites for venues
- Big beautiful park with a pond and ducks for the children to feed
- Park area with walking trails and picnic areas
- More parks and community centers
- I'd like to see a large tree filled park with a lake to fish, even catch and release. Possible section of lake for paddle boards, canoes, and other water activities. And a partially cement lagoon area for swimming that is part of the lake to reduce upkeep. Maybe a long twisted slide, and large air docks for the kids to climb on and bounce in water. Walking/jogging paths with possible exercise stations along the path. Large grass areas with tables and BBQ's. Maybe a small sports complex with basketball, handball, racket ball, and a couple baseball diamonds. Light on until maybe 10:00pm to allow everyone to do something. Lights can always be coin operated to offset expense. The two parks we have probably offer some of these things, but not a fishing lake and lagoon, or a long path through lots of plants and trees. Sure would beat the ugly fields around the city that are not being taken care of
- Dog parks and trails
- More things for teenagers to do. Not another sports park
- The only functional "open space" is a recreational one. Just looking at serene nature doesn't reap the same rewards as does one with the public in mind. Don't forget the bicycles.
- Open green belts
- Area to sit down and read a book. Small area for children to play. Small lake for fishing.
- Public water features would be nice like man-made lakes, ponds, fountains, waterfalls, etc.
- Need a lake
- Splash pad for children that doesn't require HOA keys
- Splash pads, public water play areas
- Splash pad for kids
- Splash pad. A great way to bring the community together
- Kid friendly. Splash pad

Table 1: Thoughts and comments related to open space

- A splash pad would be nice for communities not having Hoa. More restaurants as well.
- equestrian facilities and Rural living with an upscale theme.
- Something fun for young kids. Splash pads/indoor playgrounds
- Both equal structures an unstructured opportunity for outdoor activity
- Fun places to take children to would be nice!
- Shaded areas for sitting and relaxing. In regards to Image #2 If you have it combined with horse trails people would not want to walk or run if the horses leave waste behind.
- If something is going to be built, and water could be incorporated. Then it would be cooler. There is very little shade in any picture.

Comments related to trails and bicycling and pedestrian paths

- Make space available for bicycling.
- More foot/bike paths in green areas. Less cement.
- Having paths and safe bike lanes would be nice.
- I like wide sidewalks/bike trails
- More bike paths/trails
- Horse trail/ bike trails. Like yorba linda.
- Would love to see trails
- We need open space that will work for equestrians, bikers and people on foot.
- More bike/walking trails off the highway (for safety) to enjoy nature and promote good health. Perhaps allow residents to walk the golf course trails before opening for golfers ;-)
- It looks well maintained with definite areas to walk.
- Add more trails and
- Bike/Rollerblade trail
- Bike trails with no cars allowed
- Maintained hiking trails, bike trails, a target and Costco would be nice.
- Safer places to walk. Nature pathways through the city
- Running trails would be good
- I enjoy hiking and walking and space to do that and feel safe and secure while doing so with family or friends or just my dog would be optimal
- More walking area that aren't littered with trash
- Walking and jogging trails that are safe with lighting. Should also include water fountains for people and pets. Bike riding trails would also be nice. Let's be an active community.
- Labeled and mapped hiking trails
- Paved paths , along with clear designated dirt paths for horses, mountain biking would suit our Beaumont community all in view of the areas beautiful Mountains!
- There should be adequate non motorized linkages from within town to the open space areas.

Comments related to improvements

- The painted street markings are practically invisible. Lane marking, stop restraining lines, etc are a necessary safety prerequisite.
- improve Highland Springs/Hwy 10 and Beaumont Ave./Hwy 10 intersections
- Also, see offramp beautification done by Redlands, just completed.
- Overall city beautification is needed.
- Slum areas need to be cleaned up.
- Trash picked up. Off ramps and on ramps put concrete design to control weeds.

Table 1: Thoughts and comments related to open space

- Clean up city! Clean up 6th street! No more tire shops or barber shops!
- Limit growth until infrastructure can handle the growth. Schools, roads, public safety are not at a level in which houses are being built.
- Highland springs and the freeway is our biggest problem especially in an emergency. We need alternate freeway access. It would be nice to keep the veterans tree and make Highland Springs split around it using the center as a median.

Comments related to retail, amenities, and facilities

- Beaumont needs amenities! I am so sorry I moved to this no man's land. We need restaurants and stores and theaters. Where is the Panera Bread we were promised?
- Costco
- Outdoor shopping centers like Redlands
- Small town living feel, with more outdoor shops and boutiques
- Shops and retail badly needed within the area.
- We need more places to shop. Use downtown Redlands as your guide. Our town looks ghetto.
- We need a target!
- More dinning. Stop building houses. More elementary schools.
- Need a movie theater and a skating rink.
- We need a Michael's
- 6th street needs to be improved, along with Beaumont ave. City needs a plan or look that is cohesive!
- Target , Costco and barns and nobles
- Want our city to have more kid friendly shops & restaurants. Love to keep the landscape as natural as possible
- Malls with pathways,open air markets selling fresh fruits and vegetables. Beautiful restaurants.Lots of flowers and art shows.
- Costco, target, Trader Joe's, Bristol Farms, etc!
- More shopping centers or movie theatre
- Cafes/Target store/dining places (not fast food)
- Build a gun range
- I would like to see more amenities such as shopping and theaters.
- It would be good if Beaumont were a little city like Redlands with good restaurants so we could spend our monies in Beaumont.
- Grape vines, Winery!

Comments related to preservation and open space

- Keep it natural.
- Please help maintain the natural rural feel in our surroundings.
- Keep our rural area green, insure habitat for wildlife.
- Rural beautiful Beaumont. Less homes. Focus on preserving what we have and fixing current traffic congestion
- Keep it as natural to the existing environment.
- Please save our hillsides! Help to preserve to Cherry Valley.
- Preserve what we have
- Each developer, development should take a piece of OLD BEAUMONT and re do, roads, sidewalk, street lights. Reasoning behind this is the superstructure was made and paid for by OLD BEAUMONT so new development could, can use it for their new homes
- With all of our growth we are taking away from the wild life.

Table 1: Thoughts and comments related to open space

- I used to live in a rural area called Chino Hills, moved here 4 years ago because of rapid growth and it lost its small town charm. Please keep the atmosphere of small town USA.
- Leave some empty space! All there is is houses everywhere it's crazy!
- I prefer an open space not depicted: one that includes healthy natural vegetation communities, including oak woodlands and savannahs, riparian woodland corridors consisting of native species and no non-natives, chaparral, coastal sage scrub, and grasslands. I like having access to these areas not only because they are visually appealing, but because I can view native wildlife species in these areas.
- Keep the aesthetics of the city as is...a small town feel with less constructed homes. We are becoming too much of a congested mini LA. The prime reason that residents of this city moved to this area is because of its small town feel. We aren't trying to keep up with the jones...
- The city of Redlands has worked hard to ensure they have many open spaces. We should look at their Emerald Necklace plans. We moved here because we love the open spaces.
- The more open the better I like
- Preserve open space
- Leave room for rural homes and ranches
- Nothing can compare to open spaces.
- Keep the land off Highland Springs open!!
- We are on the very edge of the Inland Empire. Just about all space that can be developed, has been developed from the the Pacific Ocean to Yucaipa. Please don't feel pressured into following suit by either building or putting in manicured open spaces. Let us have a little nature before getting to the desert.
- Rural, mountain, and rustic

Other comments

- Should be very low maintenance to keep on going cost low.
- Close banning jail so we don't have to deal with released inmates
- When you pull off the fwy it's this little hidden gem
- Too many hikers out here don't have beautiful holes out here all we have is desert
- Affordable housing for people who can't afford to buy a house!!
- Less congestion with more emphasis on nature.
- Thinking future, I see safe areas where children can play, okay with ranch/rural area but clean wide and well maintained roads to drive/walk/ride around
- none
- Na

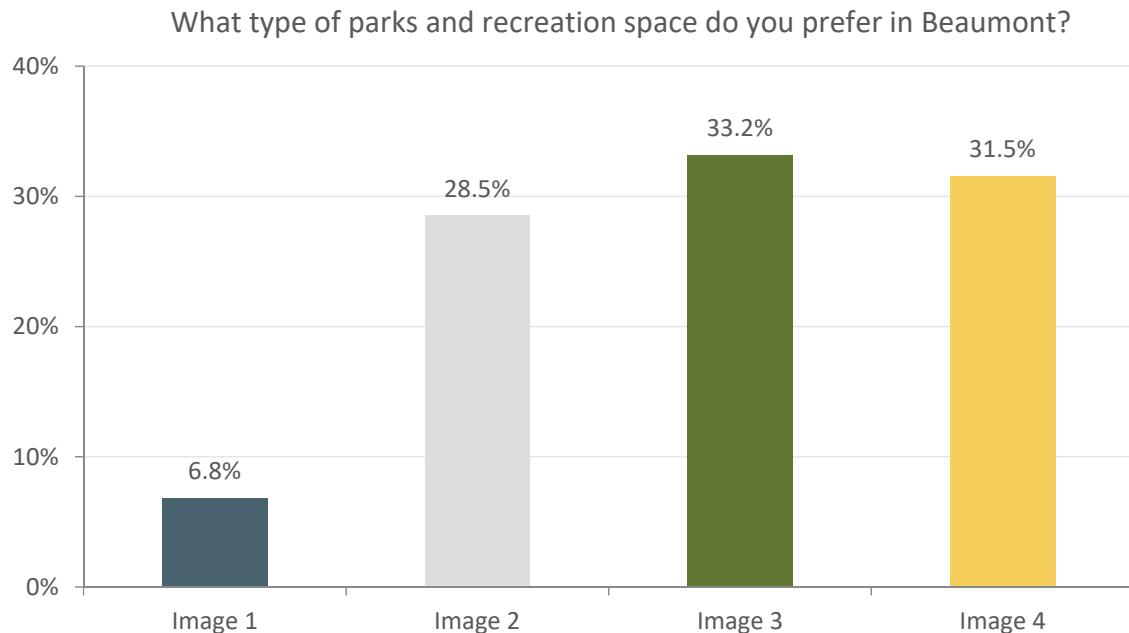
PARKS AND RECREATION SPACE

The second series of photographs asked respondents about the type of parks and recreation space they would prefer to see in Beaumont.

Figure 2: Image Options Related to Parks and Recreation Space



There were 793 responses to this question. While respondents generally preferred Image 3 (33.2%), they indicated similar levels of preference for Image 3, Image 4 (31.5%), and Image 2 (28.5%). Only 6.8% of respondents preferred Image 1.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 2: Thoughts and comments related to parks and recreation
(Response Count=129)

| Comments related to specific images or combinations of images |
|---|
| <ul style="list-style-type: none"> Blend of #1 and #2 My preference is a combination of Image 1,2,3, & 4 I don't see why we can't have a some of all of these type of throughout our community We have a diversified group of peoples here I like #4 as well, but we have some parks throughout the city...it would be nice if paths cross nine Ted some. But we only have one public pool area. All of the above are needed. They are all lovely Image 3 is my second choice. 3 with the option of 2 All of the above, please. A combination of all these images is truly ideal Combination of all? Number 2 AND 3. We need an area with splash pads at a minimum, but preferably like the Domegoni water park in Hemet with achildrens slide area. We need an outdoor promenade of shopping. A smaller scale like Mountain Grove in Redlands. The City currently has two locations with #1. Work to combine the concepts and 2 and 3 together. The west side of town has 2 golf courses, so #4 should not be pursued any further. Not even sure what 3 us supposed to be. We ant shops in Beaumont, but those aren't "parks" Two and three are awesome choices I also like the look of 2 and 3 but also really like that Beaumont is now a sports town right now promoting outdoor activities Images 1,2 and 4 are all desired I would love to see image 1&2 or 2&3 combined Images 2 & 3 are equally desirable to me And 4 I like a combination of 2, 3 & 4 I feel Beaumont represents image 1 and 4 but I would like to incorporate image 2 while maintaining all 3 types of parks. I like both 3 and 4 All 4 images great. Noble creek is good for #1 but adding #2,3,4 would be lovely and make the town more desirable and increase our property values. I think a combination of 2 and 3 is needed. all of the but especially 1, 3 & 4 Why not have all four types? We should have enough space for all 4! Image 3 would also be nice. We already have plenty of areas similar to images 1 and 4. We already have some of images 1,2 and 4, I feel we need to bring more of what image 3 shows Actually like them all and prefer a variety All of the above! Improve downtown area to look lke a shopping mall such as area 3 I would have picked #2 about 7-10 years ago, but my kids are older now. I like 2,3 and 4 and would like something like this combined, and be something where the general public can use rather than have basketball, baseball and soccer used strictly for school or city teams. |

Table 2: Thoughts and comments related to parks and recreation

- I actually like 1 and 2 because children/youth need positive things to do.
- Each of the 4 parks would offer something for all residents. It would be nice if our city had a variety of parks.

Comments related to parks, open space, green space, and recreation facilities

- I would also love to see an all-abilities park, so that special needs children can have a place to go for fun as well.
- 1, 2, and 4 are all great. You might also consider an accessibility park like Thunder Junction in St. George, Utah (<http://utahsadventurefamily.com/thunder-junction-st-george/>), where children of all abilities can play.
- Would like to see an "all abilities" type of park. Thunder Junction is an example of this type of park (I visited it last weekend).
- An "All Abilities" Park such as Thunder Junction located in St. George, Utah. As a parent of a child with special needs, I would like to see our city take strides toward more integrative activities and facilities. I think many local families would benefit from this type of design.
- More walkable space where I can take my wife in her wheelchair would be fantastic.
- My kids spend a lot of time at the Beaumont Sports Park. I would love to see more parks with playing fields incorporated. I also think it would be great to have a fun park in town that is intentionally accessible to people of varied abilities.
- Walkability and traffic orientated development would be nice.
- Safe open spaces
- Street trees in center divider from Highland Springs to Beaumont Ave.
- Open park space with cooling fountains for kids.
- Love to have open spaces around us.
- Plenty of green space
- Open space for the young and old alike
- Large open spaces can be multi functional for hosting community events or private events such as family reunions at a park.
- Wide open spaces
- Even Image 4 is too groomed. My ideal area to visit in Beaumont is Bogart Park...and not the open grass areas. I enjoy the chaparral and single wide walking trails. There are enough places to have picnics around the city and neighboring cities. Please preserve the last of the wild Southern California that is quickly disappearing.
- Multi use places for kids
- Our kids need stuff to do please!
- Places for the kids to play and be outside. Older folks would benefit from the same
- Nice areas to gather for picnics would be nice. We have 1 Pavilion in town, would be nice to see more structures like that. Wildflower does have a cover, and those would suffice if the city doesn't want to do rentals. A nice water area like the picture would be fun, maybe only operational certain times? And then the water used could drain back into the system if we ever get reclaimed operating.
- One that will give kids as well adults a place to hang out, enjoy the area and have some fun.
- A mix of use spaces for recreational use is best
- If there is a way to incorporate play area with paseos like in Image 3, that would be preferable.
- We need a splash pad!!!! I love #4 the most though. The more shade created for this town the better.
- Add a splash pad too but do not take away the reasons why people came to live in Beaumont. The nature. The green TREES, cows and horses in fields.
- Splash park
- A splash pad would also be amazing!
- I would like a splash pad but love having athletic fields as well
- This (mini water park) could easily be added to one of the existing parks, maybe the large park on Beaumont avenue and Brookside

Table 2: Thoughts and comments related to parks and recreation

- Water area is also a nice idea
- I think we already have a lot of green parks for sports. Would be nice to have the water activities as well.
- Need a lake
- Water park, skating ring, batting cages, playgrounds with permanent chess /checkers boards seats made of concrete . Make a bigger pavilion /open air to accommodate population growth. Bring park n recreation back to this park . Offer line dancing, kareoke, ping pong tournaments. Cç
- Water sports would be great too!
- Perhaps a large new public pool with adult hours
- Olympic size swimming pool.
- Rec
- Pickleball courts
- More large playground with swings
- Jogging paths linked together with several circuit training stations.
- Places that provide walking trails with points of interest
- Need one good track with a surface other than concrete for running. The concrete at the sports park is the worst surface for running.
- How about a courtyard with walking paths surrounded by beautiful flowers and shrubs with a splash pad in the center.
- Physical fitness station along walking paths
- More shaded parks with bathrooms
- Another dog park would be great.
- Shaded picnic tables; small-dog park.
- I like maintained parks that provide a gradation of nearby wildland areas to more maintained areas where recreation would be concentrated (e.g., picnic tables/ bbq areas, dog walking areas, playground equipment). This gradation would include the use of native trees (e.g., western sycamore, coast live oak) inside the park, with a maintained lawn. Griffith Park in Los Angeles has parkland areas featuring western sycamores that are gorgeous. There are other parkland parks throughout Southern California that provide trail heads into wildland areas, and I'd like to see parks like that in Beaumont.
- Clean, maintained, with grass, with child attractions, and with space to play games
- There seems to be plenty of sports activities and it's nice that we have some of festivals up at Highland Springs. An equestrian type Community would bring lots of Revenue to the city.

Comments related to retail, amenities, and other facilities

- Clean up old town and make it a charming old town with unique shops and eateries for all ages.
- There are no nice places to stroll, hangout or eat outside.
- Same as before. Desperately need sores, restaurants and theaters.
- Walks with outdoor venders.
- a Victoria Gardens type place would be great, so would a splash pad
- We need Costco and some nice restaurants. Better shopping.
- Costco
- This would be awesome. Chini Hill's The Shops and Rancho Cucamonga's Victoria Grades has these. Is it possible we will have an open shopping, entertainment, concession area we could incorperate a splash pad for summer into?
- Complete First Street project, but also need better traffic flow.
- Spread out shopping,,all in one area is way too congested
- Farmer Markets, area's where seniors can walk safely.
- Theatre, bowling alley,
- Redland built such a nice shopping center recently. Can't you do that instead of houses. Wait you need the high CFD tax instead.
- More retail stores pharmacys, gas stations are needed in area

Table 2: Thoughts and comments related to parks and recreation

- We have enough open area grassland parks. What Beaumont needs is more urban amenities. Take note from Banning's old town strip.
- Areas for kids to play while the parents are shopping. Some areas just geared to seniors. Beautiful mosaics and museums.
- I like them all, but there is a lack of shopping in this town. Creating a facade like this in the existing downtown area (similar to Downtown Redlands) would draw in costumers AND tenants.
- More restaurants
- Build a gun range
- Beaumont has plenty of open space, thankfully. To my knowledge we are not lacking in sports park facilities, but we are very deficit in things to do for entertainment and shopping!!! This should be our focus. Image 3 & 2 are needed here.
- If the city added a shopping and main court yard with entertainment that would bring in more revenue.
- Open air market place as well. We need places where kids can go and have fun in a positive way. Movie theater maybe there is nothing for teenagers to do in the area
- Movie theater
- Open air shopping, restaurants with parks and fountains and splash pads. Small version of Victoria gardens and some areas in Redlands. Where families can go to dine, shop, socialize and relax in a friendly, safe, healthy environment.
- Areas of entertainment & shops. Would love to see more healthy choices for food. Trader Joe's, Whole Foods, Sprouts
- Shopping
- Some kind of indoor fun center for children to have fun and learn during the hot summer days
- More places to eat !!!!! Shop!!!! So I can put my hard earned money back in my city and not surrounding ones
- Shopping
- There are plenty of kid activity areas. Think about adults (who have income). If you don't have nice areas to go to, you will drive to other towns and spend for food, entertainment and other retail items.
- something needs to be done about a downtown area.

Other comments

- Weed abatement would help a lot.
- NO MORE PARKS, MALLS, SPORTS FIELDS. WE HAVE ENOUGH ALREADY
- No more houses. No more people. No more reason for outsiders to invade.
- Beautify Old downtown area.
- Very little green space, no up keep, very little water...
- No warehouses
- Stop building so many track homes
- No more houses
- Anything that the city will actually maintain would be nice. It would also be nice if the city would maintain the current parks.
- It gets really hot in the summer
- none

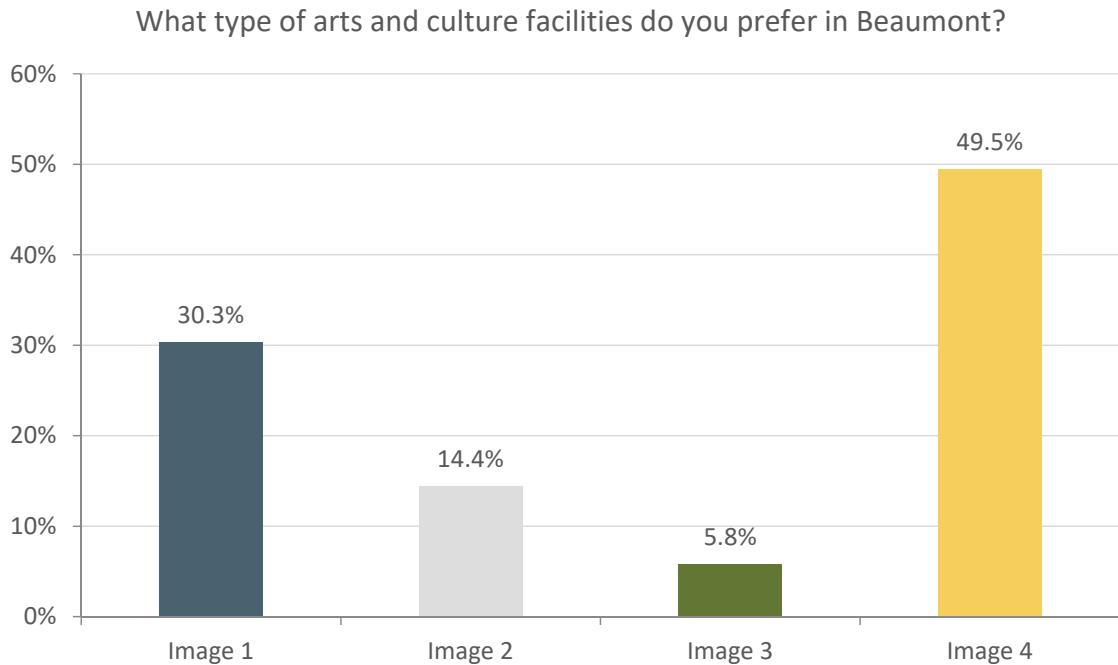
ARTS AND CULTURE FACILITIES

The third series of photographs asked respondents about the type of arts and culture facilities they would prefer to see in Beaumont.

Figure 3: Image Options Related to Arts and Culture Facilities



There were 778 responses to this question. Approximately half of all respondents preferred Image 4 (49.5%). The second most preferred option was Image 1 (30.3%), followed by Image 2 (14.4%). Only 5.8% of respondents preferred Image 3.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 3: Thoughts and comments related to arts and culture facilities
(Response Count=75)

| |
|--|
| Comments related to a specific image or combination of images |
| <ul style="list-style-type: none"> • I think 1 will bring more revenue to the city • 2 and 4 are ideal, public murals tend to look like grafetti, and bring the image of the city down. • A combination of 1 and 4 will be ideal • Image 2 is also nice, but image 4 is my first choice. • Actually #3, but I fear gangs would gratifify over it. • And #2. • 2 would also be great, but we really don't have anywhere nice to put any large artworks. Everything can't go in front of city hall • A nice mix of all four would be great. • Have a variety of art/culture facilities. • a combination of family cultural events and access to performance venues and art • I think a combination of all the above would benefit the community. |
| Comments related to preferences for arts and culture facilities and activities |
| <ul style="list-style-type: none"> • Art museums. • Art Museums, aaaaand CostCo and Target • Art museums food truck exhibits • How about art shows showcasing local talent? • I like the idea of art and a theater sounds appealing too • Am not sure what this is...but an outside arena thing might be nice • Outside theater • I would like for Beaumont to have an outdoor amphitheater, perhaps one associated with a neighboring parkland area. I like the one in Redlands, and it would be great to see live music concerts regularly at such a facility. • More concerts, plays, music. • We need an area for concerts as well as equestrian events it could be combined or sectioned off. Think of the casino in Las Vegas called Southpoint where it has shows rodeos Casino events and hotel amenities. • Get some shows at number four so that it's worth while to have number four • It would be great to have a theatre where we can enjoy the arts without driving to LA or Palm Springs. • Beaumont needs a theater. Many residents leave the area and spend their dollars in other towns. It should have more seating than Beaumont High School theater. • A community theater of some sort would also be nice for a variety of live performances. • A Theatre company, city band, local youth and adult dance company, local choir that would perform at holidays, etc. would be so nice and elevate our town. • A community art center wwould be great! • A cultural center that allows for mix use, theater, music, & other • Free and low cost cultural events build a sense of community across socio-economic and ethnic boundaries. • A center to host performing arts as well as community meetings and gatherings is needed • Functional. My daughter performs with Dance Spectrum, and we have to drive to either Redlands or Rancho Mirage to house the performances. • Beaumont needs to upscale in many areas or it will be destined to just a place you reside but go elsewhere for nice activities, stores and food. • We need more museums and cool cultural centers with unique architecture |

Table 3: Thoughts and comments related to arts and culture facilities

- We need a place like the Redlands Bowl! But with shade! For live music and other activities
- Spaces that include art that represents the area history and future is also good
- Monuments are always a good idea. Landmarks seem to grow attached to a community depending on it's age.
- We need a big library. One that has everything, not just what they who run it choose to have.
- It would be amazing to have a theater here.
- We could really use a nice movie theater for our children.
- Movie theaters or Palm Springs Riverwalk theme
- Movie theater.
- Movie theater
- Amc
- How about a movie theater?
- We need to encourage a movie complex to move into our area. Why spend Beaumont money in Redlands? We could also use a multi purpose theater and bring acts in from outside of us as well as use local artists.
- Beaumont could really benefit from a movie theatre
- We need a multiplex movie theater in Beaumont.
- Intermixed with shops and dining. A small town walkable space with street markets on weekends
- An organized regular and recurring market night
- Something for families to do
- A children's museum and any indoor gathering places would be great such as coffee shops with live music. It is so hot here and we have no space to go and meet a friend for coffee or socializing indoors. A social downtown with indoor seating as well is what we need. Like the city of Claremont.
- Family involvement is good.
- More family oriented
- We need our children to be able to enjoy our city and experience Art and Culture with hands on activities.
- Definitely the family activities.

Other comments

- Honestly, this is not very important to me as Los Angeles and its beautiful museums are near here.
- None
- none
- None I can go to Redlands for it.
- none of the above. You should do more with the local parks, bring some culture arts to this town. A play, orchestra, a classic movie all in the park. It doesn't always have to be about kids entertainment.
- Don't build anything
- No more houses
- Too many gangs to have a good street faire. How about reducing your fees for renting a city facility for a day. They are outrageous then there is insurance and security rental for \$40 per hour. To teach in your facilities your rules demand a fingerprinting and insurance from the citizen. I was recently fingerprinted at the police station to meet the requirements for Foster Homing a child, but your facility will not take them. I have to pay an addition \$40+ fee plus provide my own insurance. Yet kids and adults can come and go playing on your property and in the gym. This seems very unfair!
- None!! We moved here for peace and quiet and there are enough things to do for families. Why doesn't the City redo the City pool...damn it needs it! That's were the money should go and also to the City Library! What happened to the plans of expanding the City Library?
- Beaumont is more of "hobbyland". I feel that most of the population needs an education about art and culture. I don't ever think of the possibility of a museum of art like Palm Springs has...
- movable, rotational, only semi-permanent

Table 3: Thoughts and comments related to arts and culture facilities

- If we are going to commit to share with all groups we need have places to share together as one community
- Many different groups could use this type of facility.
- Open air with plenty of shade.
- open space
- more bike and golf cart paths
- City of Riverside has done well in revitalizing their city.
- We really enjoyed Banning's Got Talent night.
- Need a lake
- Indoors seem more practical for our local winds and heat.

STREET DESIGN

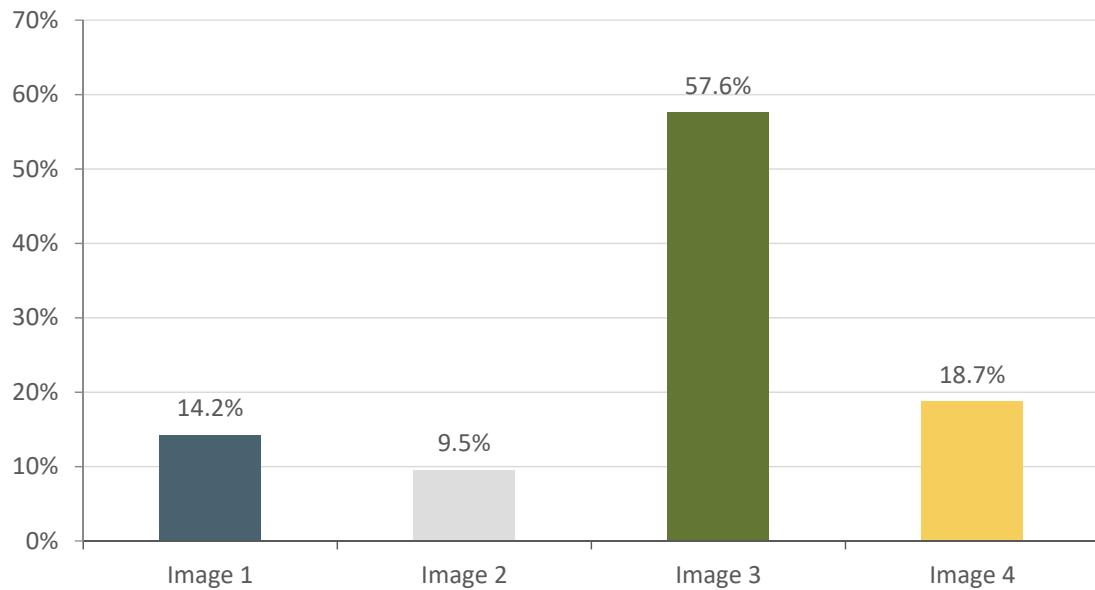
The fourth series of photographs asked respondents about the type of street design they would prefer to see in Beaumont.

Figure 4: Image Options Related to Street Design



There were 780 responses to this question. The most preferred option was Image 3 (57.6%). Among the other options, the next most preferred was Image 4 (18.7%), followed by Image 1 (14.2%) and Image 2 (9.5%).

What type of street design do you prefer in Beaumont?



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 4: Thoughts and comments related to street design
(Response Count=74)

| Comments related to a specific image or combination of images |
|---|
| <ul style="list-style-type: none"> • 1 or 2 with a separate bike path or wide sidewalks • Images 3 and 4 are both appealing. • 3 with downtown looking like 4 • Image 2 would be good if Beaumont's topography were better suited for bicyclists. As it stands though, better lighting on some of the streets would be great, so 4. • 3 or 4, something low maintenance, the people choosing the plants for parks are picking the wrong ones, they tend to be messy, wrong climate and require tons of man hours from the maintenance dept. • I love 3 with all the trees, also like 4 for the evening lighting look • And 4. We need more businesses. • Image 3 is how I remember Beaumont growing up. Everything looks so dirty now. • 1&3 are great for residential areas. 2&4 are beautiful for business districts. • Image 4 for a downtown area but maybe three for residential. The question is, what does Beaumont want to as a community. • Again, variety is important. • Again, a mix of all four would be nice • Each of the examples are nice • all of the above. Get rid of the Dog Awful "billboard" at Highland Springs and Hwy 10!!!!!!!!!!!!!! • Combination of 3&2 |
| Comments related to trees, green space, and open space |
| <ul style="list-style-type: none"> • Tree lined streets are nice and visually appealing. • Lots of shade trees on both sides of the streets. • A lot of residential streets, like Beaumont Ave, look really junky because front yards aren't maintained. More trees would probably help appearance and reduce climate change effects. • Parks that are for families to enjoy on the weekend.. that we can actually park and play . Not drive around looking for a parking because there's another baseball tournament that seems to be every weekend • As long as maintenance is accounted for in regards to roots care, tree lined streets with sidewalks is idyllic. • Green. Green. Green. • I would prefer to see large and mature native California trees used along streets and parkways, including western sycamore, coast live oak, and Engelmann oak. I'd prefer to see better maintained landscaping along city streets, with less use of non-native and invasive species, and with more effective control of invasive weed species. • Sidewalks and trees • The more shade the better. • Tree lined, small town feel. • The tree lined street adds a nature vibe and makes it feel calming, but it'd be awesome to have a bike path along the side as well. • Boulevards and roundabouts provide opportunity for floral and tree presentations adding to a calming and eco environment • We need large trees to cool the heat in the summer! Would love to see a downtown area like Redlands. Shops, restaurants, shaded walkways. • I think that green grass and shade trees draw people in year round and give streets a cleaner and more inviting feel. |

Table 4: Thoughts and comments related to street design

- Leave the trees on Beaumont ave
- Desert scape with lots of trees for shade
- Keep it natural
- Keep natural landscape but incorporate large sidewalks such as Oak Valley
- Natural habitat

Comments related to bicycling and pedestrian paths

- I would love to see bike trails completely separate from city streets and roads. It's a safety issue. One of my favorite places to bike is in Yosemite Valley for this very reason. Well, that and the breathtaking scenery. :)
- I also likedesignated bike and walking lanes.
- More creative bike paths and walkways are needed to encourage outdoor recreation in the city.
- Wide roads with bike lines/walking trails
- Bike and walking paths encourage physical activity. Use natural corridor to allow separation from vehicle traffic.
- I would love to see more sidewalks (desert lawn, by golf course, as well as cross walks near the antique stores on 6th. Would like that area to be fixed up like state st. in Redlands, or upper Yucaipa Blvd.
- With bike lanes
- Anything would be better than bike lanes
- we are NOT a walking/biking/running community. We do need sidewalks but not promenades, a cohesive commercial downtown would be the ideal but not practical here.
- As a bike rider, I'm biased. I just want wide sidewalks where small, and a sidewalk of any kind where lacking. Pedestrian traffic is small enough to disregard #2.
- Wide sidewalks for people to ride bikes, walk a dog, or walk holding hands. Benches would also be nice to take a quick break or for students who rides a bus to school.
- There are few places where it feels safe to bike to stores.
- Need better walking and bike paths separating walkers and riders from cars. I fear for the local kids that walk to school having to walk along the street with no real sidewalks. I don't have kids and it still freaks me out to see. Can't imagine how parents feel.
- We definitely need a nice walkable downtown area. I would love to see more bike trails as well and tree lined streets are beautiful.

Comments related to improvements

- So many streets in "old Beaumont" need to be repaved. What cities have mobile homes on lots surrounded by stick built houses. Sad...
- Need to do more to improve the roads we do have. Not just patch the holes, the roads are terrible in this town.
- The street behind Starbucks shopping center is disgusting. The property owner needs to clean it up.
- Streets without potholes
- It really doesn't matter the choice of the city doesn't have the funds for the upkeep. I.e. Potrero St. Landscape has suffered. Look at Pennsylvania and other streets. Tree trimming is not being done.
- Of any city I have lived in, condition of Beaumont streets is the worse. Fix what we have.
- Beaumont needs to step it up, clean up the city making it a welcoming "old town" much like Pasadena with shops and good restaurants.
- More traffic circulation and street repair/replacement is needed.
- We need sidewalks without blighted curb plantings.

Comments related to retail and amenities

- Downtown area to include daytime as well as evening pathways.
- Shops and restaurants with outdoor setting and umbrellas.
- New business attractive communities

Table 4: Thoughts and comments related to street design

- Updated with an atmosphere! Able to enjoy the surroundings by hanging out & eating inside or out with nice lighting (that is kept working, unlike Oak Valley/San Timoteo) and music piped onto the streets. Also, live bands performing from time to time.
- A welcoming evening and daytime downtown would greatly improve our town. There is currently no theme and a bit run down.
- Ice cream parlors and candy stores.

Other comments

- Narrower streets elicit a more small town feel.
- Like the original western feel of Beaumont
- Always nice to have beautiful areas but it's the people and the friendliness that makes it a good community
- No more houses
- Rural with a small town city feel. Think of Denver or Durango Colo.
- Keep it simple
- None of these pictures are what Beaumont is or will be.
- Like State street in Redlands
- Need a lake
- none

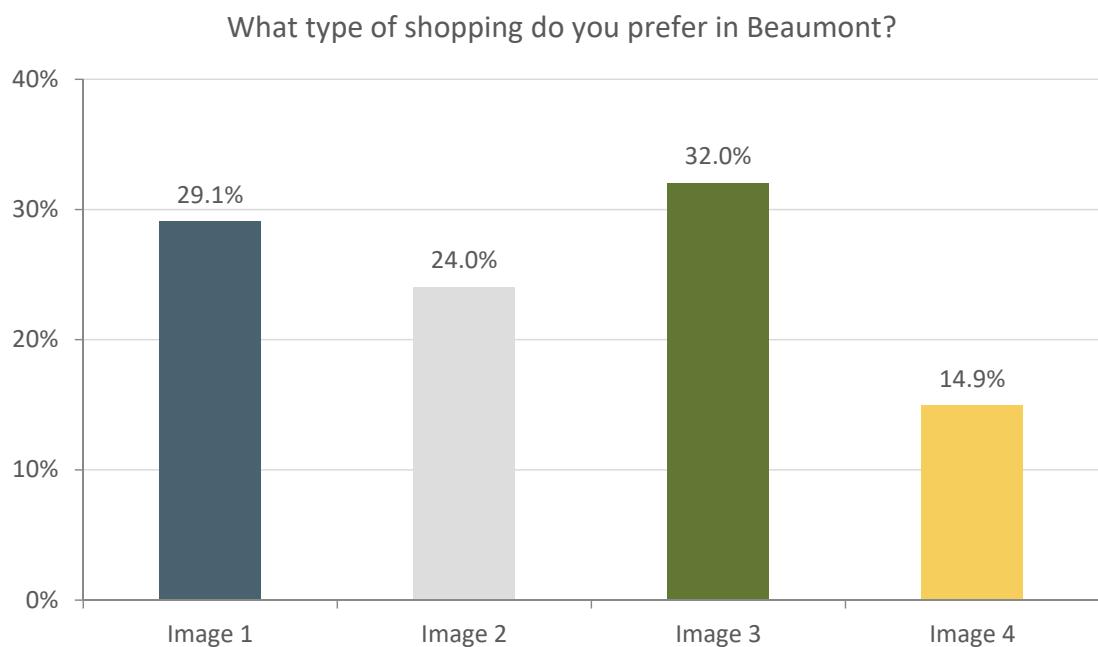
SHOPPING TYPES

The fifth series of photographs asked respondents about the type of shopping types they would prefer to see in Beaumont.

Figure 5: Image Options Related to Shopping Types



There were 778 responses to this question. Respondents generally expressed a preference for Image 3 (32.0%). The second most preferred option was Image 1 (29.1%), closely followed by Image 2 (24.0%). The least preferred option was Image 4 (14.9%).



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 5: Thoughts and comments related to shopping types

(Response Count=102)

Comments related to a specific image or combination of images

- And #1.
- #1 would lead to more pedestrian traffic which would be fun.
- 3 or 4; big box stores with hometown, specialty shops
- Choosing #one however again, all four could have great potential and pitfalls. Example number two is generally run by people outside of our community...not so good
- Mix use again 1 and 2 are the same concept
- Image 4 shows authenticity. We just need to clean up the look of the older buildings. A fund to assist small business owners in this clean up would be nice.
- Like all the images
- #2 is the idea. Between 1st & 2nd you could put a mix of nice stores, large & small/cafes with indoor/outdoor seating; parking areas
- Three followed by 1. Both models would be attractive in areas and both are needed
- A mix of 1 and 2 is perfect, kinda like Santa Monica with Third Street Promenade
- 2& 3 I think are good styles in Beaumont
- 1 will be a perfect combination of big city life style
- 2 with big brand names like number 3. Number 4 is hideous and run down.
- Two and four play into the small town feel that we have here in Beaumont. An open air shopping center would be nice closer to the 60/10 freeways. Organized farmers markets and a planned downtown area with restaurants and small shops that reflect an older western look as an homage to our history

Comments related to larger businesses and retailers

- Keep spending my money elsewhere. We need more and better stores in our area besides a movie complex. Clark's, Trader Joes, Eureka Burger, Target
- Bring in Costco, Winco, Vons Market, Target and Home Goods.
- We need to have a Target, a Barnes and Noble and a Ralph's supermarket.
- Costco, Target would be nice.
- We need store like Trader Joes, Target and Costco
- We need more major retailers here! Less mom and pop places. My family usually leaves town and spends money. I'd rather spend it here but we don't have enough choices.
- Love to have a Costco/Sam's Club.
- Costco
- Costco Target Barnes and Noble
- Nordstroms rack!
- I love quaint shops, but I would also love to see something similar to Victoria Gardens here in Beaumont. We need more retail and restaurants in general to accommodate our booming population growth, not warehouses.
- Name brand stores will plenty of parking is a necessity.
- Victoria Gardens. CostCo and Target
- Target, Trader Joes and Costco please!!!

Table 5: Thoughts and comments related to shopping types

- Costco and Trader Joe's with Target!
- Costco and target
- We need a Costco and sams club!!
- Big box stores are convenient and more cost effective.
- The small big box stores, unfortunately mom and pop stores are too expensive or don't carry a variety. A public gathering like 2, will result in trash, look at market night, trash from public and vendors.
- Victors gardens mall
- Outdoor mall or retail strip. Like a Victoria Garden feel. Having a Target would be awesome!
- Victoria gardens style shops
- A new shopping center with a movie theatre would be a great addition to the city near the 10 freeway and oak valley
- Victoria gardens type mall
- We need more big name stores

Comments related to smaller businesses and retailers

- I love small businesses. There is room for growth and beautification of 6th st. I would love for Beaumont to have the feel of Claremont.
- Lots of small ma and pa type stores with a variety of items, from gifts, to antiques.
- Mom and pop shops all the way
- Small local businesses all the way. Let's keep it cute over here.
- Also like small mom and pop stores with street parking similar to downtown Redlands.
- Mixed-use, small-town, locally owned shops and restaurants with affordable, clean apartments above would be a lovely way to keep younger adults in the area!
- More local home grown food stores and businesses
- Small businesses are great too
- While I'd prefer to eventually get to a point where we can have some sort of downtown shopping, I believe that making it easier for small businesses to open here is more important. If we could create a downtown atmosphere with small businesses, then maybe we can build up from there and attract bigger businesses.
- NO MORE BIG BOX STORES, MINI MALLS, ETC.
- No huge big stores like redlands .. take a look at downtown Livermore ca . That's what we need
- We need to be more small business friendly.
- Preserve mom and pop style
- Small town shopping
- My family and I purposefully patronize small businesses and locally owned shops/restaurants.

Comments related to downtown development

- encourage major tenants in downtown area
- Redevelopment in the downtown area would be nice and continue development of the area by Walmart./Kohl's
- A viable, identifiable downtown
- Walkable "Downtown"
- Downtown facelift.
- Walking and eating outdoor would be nice. We have nothing like that in our city nor any cities around us. Redlands State Street doesn't count. Zone some spots and try to entice some businesses who will have outdoor eating between shops and some sort of nightlife

Table 5: Thoughts and comments related to shopping types

- It would be nice to have our local business more visually pleasant and revitalized...something like an "Old Town" feel such as San Diego or Temecula so people would shop and keep our tax money local.
- I would prefer to see a rejuvenated downtown area, with businesses and a layout that attracts tourists for shopping opportunities.

Comments related to general shopping design preferences

- I also like walking malls, free of cars.
- I honestly can say that I feel Beaumont will do well with big box stores and our local shops. I just think they should be intertwined more rather than split on either side of the freeway. Discourages window shopping and expanding upon a civilians broadening of shopping possibilities.
- make landscaping appealing
- a height restriction on shopping buildings
- also outdoor markets.
- Beautiful store fronts
- Something other than on highland springs where you can't get to anyways
- A decent sandwich/hamburger joint would be nice.
- We could always use another street market. The only other choice for me, would be a plaza, but there's no option for that here.
- Additional grocery store near Tournament Hills and Oak Valley Parkway
- Fishing ponds. Dance clubs for adults and teens.
- Outdoor mall with splash pads
- Farmers Market on 6th Street, either a week night or weekend.
- An indoor outdoor plaza like the brand off americana in glendale
- Need shaded walkways and restaurants with patio seating.
- Walkable shops with pleasant outdoor space would be amazing.
- Nice to have the little stores with the wide sidewalks. Looks walking friendly for the families or kids hanging out with their friends. Looks community oriented as well.
- We have enough strip plazas/shopping centers but they are only basics. We could use a section with nicer retail stores and restaurants. Has anyone counted the number of fast food places we have.
- I moved here 5 yrs ago from San Diego beach town which was busy, family friendly and invited walking, eating, shopping. Beaumont is a drive to business, pick up and leave and go back home town. I never go out at night here unless a well lit strip mall like Ross, Stater Bros., etc.
- More spaces outdoors to be able to enjoy shopping and walking around.
- No large malls.
- Having better shopping options will create more jobs
- Hard to tell much about some of the pictures but outdoor shopping area with LOTS of options, movie theater, dining, music. Think Redlands, Chino Hills/Chino Spectrum, Rancho Cucamonga, Corona, Glendora's new shopping area, Upland off the 210 fwy, Cabazon without the luxury stores, etc. Nice lighting. A welcoming atmosphere with plenty to do.
- Love what The city of Redlands has Movies, shopping, Restaurant all in the same space
- Redlands has been able to accomplish a great downtown feeling of shops on State St plus and outlet type mall where Target and Kohls is located. Is that even possible here? It was hard to choose since I like image 1,2 &3.
- We need stores and shopping that will keep us from spending our tax dollars in Moreno Valley or Redlands. There are very few places to shop in Beaumont, and I find myself driving to Redlands all the time. We need to stop building so many houses, and catch up on our shopping and dining needs. I am not a huge Walmart fan, I would prefer some where else to shop.

Table 5: Thoughts and comments related to shopping types

- Reduce the big box look, create attractive shopping, dining, & entertainment spaces
- State street Redlands theme where no vehicles can enter parking on outskirts
- More stores, more traffic. Not what Beaumont is about.

Other comments

- Need to attract small manufacturing business/tech schools to provide training for young adults.
- All shopping and other should have a cohesive plan, like Redlands, Rancho Cucamonga and other well planned cities.
- Very hard to see and decipher what these photos really represent.
- We NEED more shopping and restaurants!
- Can you bulldoze both sides of 6th street? The freeway out to Applebee's should do it.
- Na
- none
- Stop building so many track homes
- Need a lake
- No more houses
- Hands down!

EMPLOYMENT FACILITIES

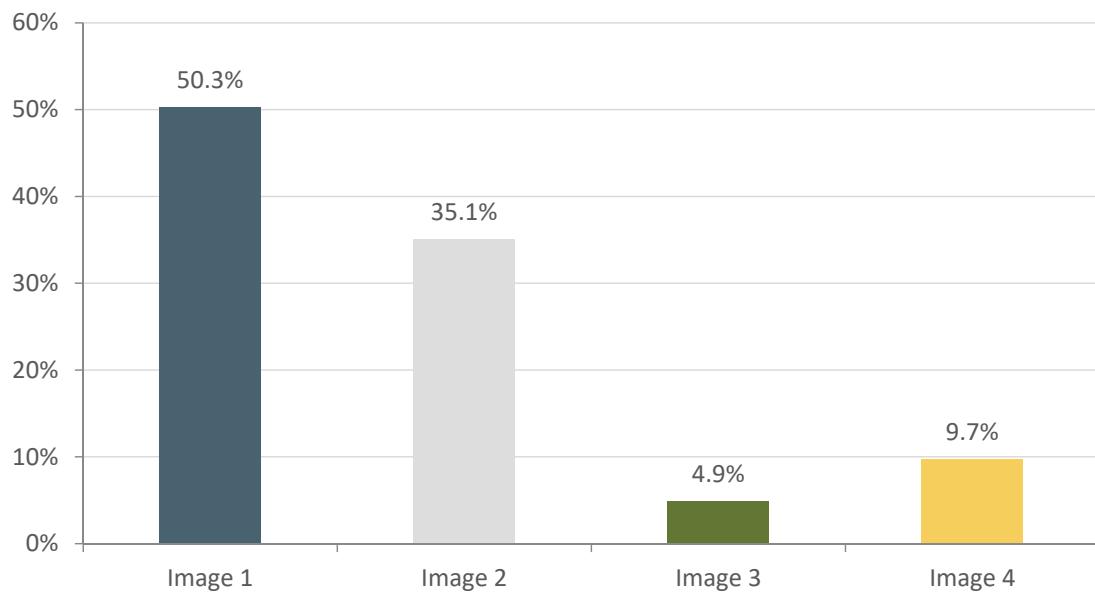
The sixth series of photographs asked respondents about the type of employment facilities they would prefer to see in Beaumont.

Figure 6: Image Options Related to Employment Facilities



There were 761 responses to this question. Approximately half of respondents (50.3%) selected Image 1 as their preferred option. In addition, just over one-third of respondents (35.1%) preferred Image 2. Among the remaining respondents, 9.7% preferred Image 4 and only 4.9% preferred Image 3.

What type of employment facilities do you prefer in Beaumont?



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 6: Thoughts and comments related to employment facilities
(Response Count=86)

Comments related to a specific image or combination of images

- Absolutely no #3s, #2s would be a 2nd choice
- Limit the Image 3 type of facilities to a designated area in the city.
- image 4 or 1 but no Big Warehouses
- 1 or 3; large warehouse distribution centers coupled with professional offices
- Again all have potential. Depends on if these jobs will serve our community or mostly commuters, causing far more traffic without benefit to us
- What are these buildings? Retail and restaurants can employ many people. Also schools at all levels, utilities, City, real estate offices, variety of small businesses, and medical offices offer a wide range of employment to people with varying levels of skills.
- Number three would absolutely kill the area,,be smart about what you allow,,put distribution along the sixty with the rest of it make Beaumont, Cherry Valley a place where people want to come shopping as well as a nicer place for the residents,,do not by any means need more housing and all the traffic that brings along with the crazy amount of crime since all the houses have been built,,,put in nice shopping, maybe condos , open spaces,
- Really - all the above.
- Never number 3, NO 18 wheelers or I'll move
- I think a variety would be best. With our tracks though warehouse seems rather practical.
- I'm not opposed to 3
- Again, number 2 and number 1 are both desirable and appeal to different styles of business entities
- Definitely NOT 3
- Another questionable set of pictures. Leaning toward image 1 followed by image two with some limited image 3 located away from homes/subdivisions (like on 79 going toward Lambs Canyon). NOT in areas where the need for shopping & other services is deficit (on the west side.)
- All 1,2,3 are good.

Comments related to employment facilities that respondents would not prefer

- NO WAREHOUSES!!!
- No factories!
- I do not feel that an increase of large truck terminal buildings is good for our area. It will decrease the our home value, increase our auto insurance, because of the increase in trucks on the highway. Beaumont is a collection of retirement subdivisions, with 55+ inhabitants. We want a quite relaxing life style NOT noise, the smell of truck exhaust, congested streets and highways. Consider the residents in your decision.
- Anything with less truck traffic. Move here 3 years ago and considering leaving due to warehouse takeover and traffic.
- No more warehouses
- No warehouses.
- No more warehouses
- None. They all look like a bunch of warehouses. We need commercial not industrial. Huge empty warehouses do nothing for us.
- Retired now, but I did office work. We definitely do not need more warehouses. So many came to Redlands area it made traffic and air quality very bad.
- I don't like any of these images! These are all corporate/industrial buildings without pedestrian-friendly streets, green-spaces, or community-interaction!

Table 6: Thoughts and comments related to employment facilities

- Small business owner. Why did you ONLY put pictures of INDUSTRIAL businesses? That is NOT what represents Beaumont!
- Small manufacturing businesses - NOT MEGA WAREHOUSES that bring trucks/pollution /added wear & tear on highways already overloaded by such traffic.
- No more warehouses
- No to warehousing on Cherry Valley Pkwy.
- No warehouses near homes
- No large warehouses, factories, or distribution centers
- No big buildings.
- Warehouses tend to offer mainly temp jobs and many of the jobs are becoming automated. While I see the benefits to warehouses in the short term, I feel as though we could do better to offer quality employment around here and shouldn't settle for solutions that only patch the problem instead of help fix it.
- Not an industrial look.
- No warehouses!!
- I hate all of these ew
- But not near homes.
- Please no giant warehouses, office buildings or any other of those items. We live in Beaumont to get away from that.
- No truck hubs or wide rise warehouses
- NO Warehouse districts. Smaller business complexes suitable for small businesses
- Do not want to see more warehouses and trucks polluting our environment as well as increasing traffic in our area.
- NO WAREHOUSES, NO INDUSTRIAL CENTERS.
- None .. we already have built a massive warehouse .. I came here to leave all that hustle and bustle behind and enjoy my city ..
- No big warehouses, the south side of town is zoned for industrial and this town needs to keep it that way.
- No big warehouses, just additional big box stores.
- NO warehouses or industrial complexes! NO increased air pollution and traffic!
- We could use more professional facilities targeted to our residents' needs, not warehouses.
- No large warehouses bringing in truck traffic. Need more medical facilities.
- Strip commercial buildings provide both centralized facilities, and also limits businesses that are too large. Our streets and on-ramps cannot handle large trucks always coming and going.

Comments related to employment facilities that respondents would prefer

- More white collar, better paying jobs.
- Professional office spaces would be a welcome addition to Beaumont. We certainly have practitioners (e.g., law, medicine, health, administrative) that could use the space, which would free up some of the historic downtown Beaumont area to be developed for shopping. There are examples of many communities throughout Southern California that feature professional offices adjacent to a historic downtown shopping area. I'd like to see that developed in Beaumont.
- Build some places that would bring in lots of jobs, good paying jobs! Something that would attract educated people and hard workers.
- Neat and clean exteriors are great!
- inexpensive real estate and low traffic should attract regional office employers
- Retail will grow as a city grows. We have a lot of educated people here in Beaumont. It would be in our better interest to invite and incorporate technologically, management, and industrial careers that would keep our community closer. Closer mom and dad's equals less free roaming juveniles as well.
- Small business, no more large eyesores

Table 6: Thoughts and comments related to employment facilities

- I've said in the past, bring in Costco, Amazon, Vons Market, Trader Joe's and a Target That will give the City plenty of tax revenue. Also new car dealerships would be good, NOT used cars! NO warehouses that have truckers coming in and out of our City!
- More restaurant choices such as healthy food options ex: pita jungle, poke bowls, vegan restaurant
- You need office warehouse and ag support. To attract call centers and office lease customers you must first upgrade all the schools and shops. We have a heavy plus 55 community. The natural job path would be medical support. Quality of life companies.
- We need more commercial jobs, no more industrial warehouses.
- The better choice is the one out of the limits. Office space is cheesy, garage industry is quick to degrade. A warehouse is the best option.
- Offers contrast if we can green up the city. Sleek looking buildings, uniform, makes it look as we are one not a bunch of rag tag stores or buildings.
- Hospitals medical plazas
- Ugh. These all look horrible. I want small businesses, not warehouses
- Again, try and keep the small town feel.
- We like the small business shops and the high tech corp building however the small business won because it brings more start up businesses to our community members. The landscape also adds a nice touch.
- Clean industry.....without adding hundreds more trucks to our roads and freeways which contributes to air issues
- newer office bldgs would be nice. Too many here look old, decrepit, representing old ideas and thoughts. Too bad...
- Shpuld be multiple employment types.
- Any employment except option three if good. Forget giving up that much land in the city to only employ one person per 20,000 square feet of space.
- Multi use and business parks for professional offices, small entrepreneurs, or light industrial uses.
- We need people to wNt to be here. More businesses, which offers more employment.
- We so need tech businesses in our area. Businesses that bring good wages to support shopping & entertainment.
- Any business that generates revenue for the city.
- Professional buildings bring more higher salary jobs to the town. There are too many warehouses and trucking businesses. The future doesn't need old farm building faces.
- Again small business friendly.
- Any that are within proper zoning and supply jobs to the local people
- Not sure what is what here I think I see warehouses? some is okay but Beaumont is not a very large city we need to keep warehouses minimum, creating shops and restaurants will bring jobs, the better paying jobs are out of the City
- Industrial tilt up buildings gives versatility to the types of businesses that will occupy the space. (Commercial businesses, dance and exercise studios, local businesses)

Other comments

- The city of Beaumont city hall seems to only hire white people it is extremely evident we need to be an equal opportunity community and city this is southern California and the beauty of that is diversity it makes our city seem racist and that's bad for business
- I retired early from large corporation and either traveled or worked from home. Employment buildings are not something I am passionate about.
- none
- Na
- No more houses
- I have no preference other than better zoning.
- These are all warehouses!

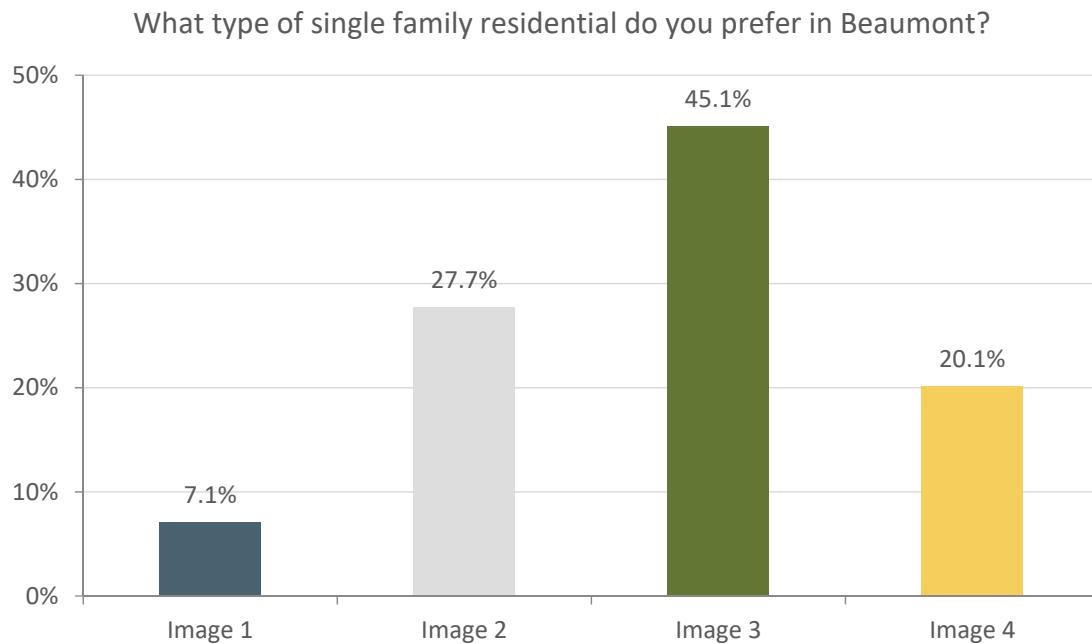
SINGLE-FAMILY RESIDENTIAL HOMES

The seventh series of photographs asked respondents about the type of single-family residential homes they would prefer to see in Beaumont.

Figure 7: Image Options Related to Single-Family Residential Homes



There were 761 responses to this question. The most preferred option among respondents was Image 4 (45.1%). The second most preferred option was Image 2 (27.7%), followed by Image 4 (20.1%). Only 7.1% of respondents preferred Image 1.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 7: Thoughts and comments related to single-family residential homes
(Response Count=85)

| Comments related to a specific image or combination of images |
|---|
| <ul style="list-style-type: none"> • All are good. • And Image 4. • We need a mixture - the single family homes going in now (2) are all the same. • Need all types of housing with a plan. Do not put all apartments in one area. Mix together single family, apartments, condos etc! • Need mix of SFH, condos, townhouses and apartments. Ranch Cucamonga is good example • I like all of these. I prefer variety over just tract homes. • I also like image 3. I prefer craftsman houses or those that incorporate classic California craftsman style in their design. • I like Image 2 as well. In image 3, the house can be modern but look older with front porches. Nice touch to have porches. • a mix, all of the above • All are fine. Even Sundance. But those houses are incredibly cramped. Less cramped is my preference. I like that this area has mixed old, new, farm-like, ranch, cottage...etc. Character. • There needs to be a wide variety of housing available to residents, from low-income apartments and condos to larger family homes near schools, shopping and public transportation. Many older homes in this area need refurbishing and access to public transportation. • Pictures 2-4 pretty much look the same to me. Nice neighborhoods with sidewalks would be preferred • All images okay. Rural areas need different types of housing due to people and animal needs. I personally like more of a traditional housing person. • But we all know it is already #2 • I like all 1, 2,3&4. • #2 is common here as I live in gated Tournament Hills. #3 would be a nice change. • Two definitely compliment what we already have here but three is equally beautiful. Maybe three could have its own section in Beaumont somewhere. • 2,3 & 4 look good. With a lot of land here, why do houses have to be built on top of each other? Almost anything new would look good. • Actually, I prefer a variety of styles • a variety of residential areas provides a more pleasing, "small town" vibe. • No preference here. • 4 is also nice • 1 is better suited for Cherry Valley, and I believe that if we can get a better grip on our residential areas in Beaumont then Cherry Valley could stand a better chance at being rural. That said, instead of going with housing developers who encourage HOA's and the like we should focus on building within the community and grow that instead of creating more micro-communities. As things are, if we're building within the normal bounds I'd say 4. but if we start talking about the more underdeveloped parts I think we could possibly look at houses more like 3 for higher income people who want to live in a quiet area, similar to the south/south east area in Redlands. • Also image 3 for those that can afford them. • Variety is best. Not particularly fond of apartments but variety works best for everyone. • All of the above • All are good. One and three are best • We have lots of cookie cutter houses with little space between. I almost picked #4, but it is too uniform with 2 stories. #3 has character. |

Table 7: Thoughts and comments related to single-family residential homes

Comments related to features of single-family housing that respondents prefer

- Keep it simple, the rustic look as was before.
- Neighborhood friendly homes, with HOA control over common grounds, to keep everything in pristine shape.
- Modern houses but with old-timey references.
- Try to keep houses from being too close to each other.
- lots of room for families with an eye toward solar and green living
- My only real preference is to be clean and friendly
- Single level, gated communities that provide active senior living at an affordable price. Property TAXES are too high and the mello roos bond should go away! If a mello roos bond is necessary, the builder should pay for it, but the builder could make it up in his home pricing.

Yes, i live in Four Seasons and the property tax is killing me and with in a few years i may have to sell.

- We need walkable neighborhoods with community spaces for interaction and town activities.
- New communities suvh as Sundance and oak valley greens are a big step for Beaumont. However, our older neighborhoods need a facelift.
- More code enforcement needs to be done to assure resident's homes are keep presentable
- Affordable housing for all demographics - college studens, young families and 55+ retirees in safe communiies.
- Houses need more land; houses placed way too close to each other.
- small lot single family and duplex
- on more single floor plans so neighbors can't look down into my yard
- It is too hot here for 2 story housing, we need more one story options with large lots.
- A rural housing feel kind of like what Norco is doing but a upscale homes such as their phases in 2003 and up.
- As long as we see an end to the cookie cutter monstrosity that is Sundance, I'm good. We all know that will never happen.
- Affordable housing for people who can't afford this 500,000 homes.
- Bike riding areas like Palm Ave.
- With at least .5 or 1 acre lots
- Might need to cut down on some of the building, start making homes people can afford to stay in and pay taxes year after year instead of asking the city to reduce taxes or being a commuter city, would be nice to have some jobs for the younger crowd, make it more of a cimmunity then a bed.
- Beaumont will continue to develop single family communities. There should be more development of new apartment, town home and other housing options that don't take so much land and resources
- More spacing between homes; homes with different configurations on outside;multi use parks
- I like rehabbed older buildings or homes. We have history in Beaumont.
- This is a housing stock that is different from what has been built. A variety in residential architecture to break up the homogeneity of the newer housing stock.
- we need to keep the wide open land in town. Look at all the new housing going up on highland springs road. Nobody is thinking maybe we should widen the road, make it 2 lanes in each direction. You keep adding houses but nobody improves the roads. We just keep adding damn stop signs.
- We have far too many housing developments with 2-story homes so darn close to each other and the occasional single story sandwiched tightly in between on ridiculously small lot sizes. I would like to see far more single story homes going up than there are currently and much larger lot sizes with better spacing between the homes. It would be nice to have some semblance of privacy from our neighbors.
- But with single story or 1 level home too.
- New homes need to come with a front porch area to encourage meeting your neighbors and creating a tight knit neighborhood. The calls for code enforcement and police services would go down because

Table 7: Thoughts and comments related to single-family residential homes

| |
|---|
| the neighborhoods start to create a neighborhood watch community and communicate with each other as well as watch out for one another. |
| <ul style="list-style-type: none">• Custom homes that are able to attract responsible home-owners without creating a cookie-cutter community.• We need more condos, tow houses, apartments too |
| Comments related to features of single-family housing that respondents do not prefer |
| <ul style="list-style-type: none">• NO MOER COOKIE CUTTER HOUSES.• Stop with the concrete boxes and get some neighborhoods with character.• I think we are already saturated with the residential market. No new plans should be made until proper services are in place for those already brought here. There are over a thousand households that have to drive 5 miles or more for any shopping or services. Those residences already planned would hopefully fall into image 2 or 3.• Stop allowing builders to build homes so close together.• Please stop with the high density housing. Why not estates? Or houses on 1/4 acre or more?• We have enough residential units in Beaumont. Time for the infrastructure and shopping and dining needs to catch up.• No large condo developments.• None of the above. I would prefer single level senior housing.• Enough with the crowded, tan stucco. I'd love some affordable options that look older, have character.• We don't need any more houses at this point. Revitalizing the older parts of Beaumont would be nice.• No more tract homes• None,,,there is enough• Stop building so many track homes• I'm tired of seeing houses like in picture number 2. Change it up. Be different• No more houses• None! Too many already• No more houses!• No more houses• No additional housing would be preferred as it is felt we have far more than our small infrastructure can handle as is.• Track homes are overrated and too cookie cutter. Sure, they are nice on the inside and practically low maintenance... but why continue building when, we can barely sell the inventory currently on the market. Let's make this town, beautiful but with the open small town look. Natural to nature, not plastic to status quo. |
| Other comments |
| <ul style="list-style-type: none">• Really 900 +homes on san timeteo rd. Hope there building another elementary school and high school .. where are all these kids suppose to go to school ???• No vacant land anywhere, huh?• The builders should pay to help our cramped roads such as Highland Springs and Oak Valley. We do not need any more housing until our traffic needs are met.• Where do you get these pictures?????• none• Na |

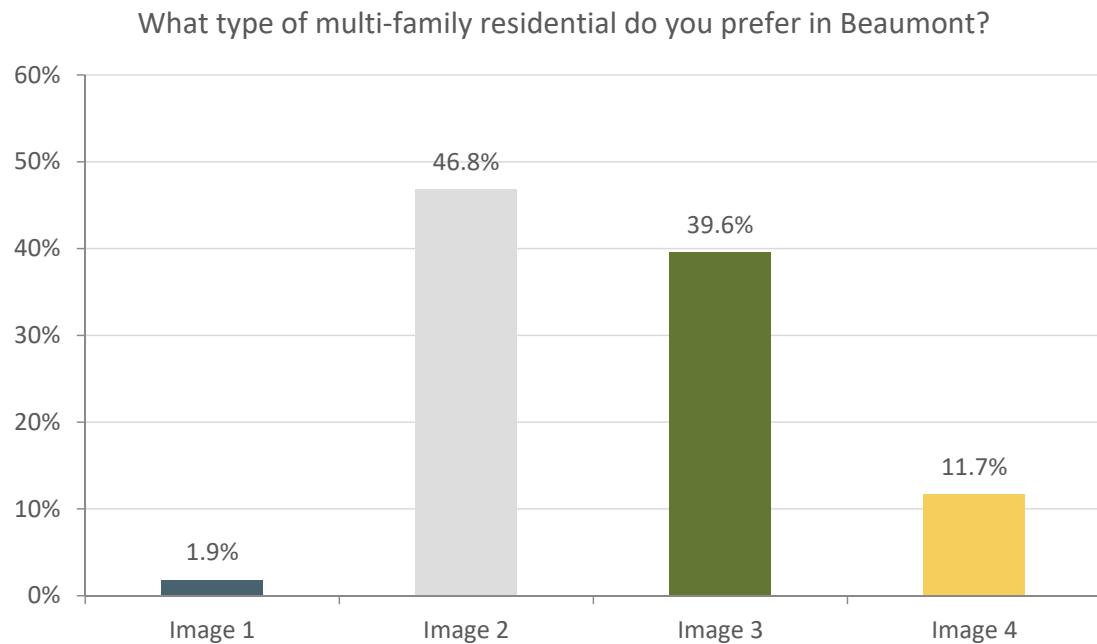
MULTIFAMILY RESIDENTIAL HOMES

The eighth and final series of photographs asked respondents about the type of multifamily residential homes they would prefer to see in Beaumont.

Figure 8: Image Options Related to Multifamily Residential Homes



There were 752 responses to this question. Respondents generally expressed preference for Image 2 (46.8%), closely followed by Image 3 (39.6%). The third most preferred option was Image 4 (11.7%). Only 1.9% of respondents preferred Image 1.



Respondents also had the opportunity to share other ideas and additional thoughts. Below, we present these comments, ordered by general topic area.

Table 8: Thoughts and comments related to multifamily residential homes
(Response Count=68)

| Comments related to a specific image or combination of images |
|---|
| <ul style="list-style-type: none"> • Three or two • My personal preference is 4, but 1 is more realistic. 2 and 3 seem good, but 1 could help change the feel of Beaumont to something more upgraded. • Photos 1and 2 did not show up • 4 is beautiful but doesn't fit our city • All of the above • Definitely the second one with the open areas number three has. • These look nice! • 2,3&4 I like. • 2 and 4 are my favs • 2 or 3 would be nice. We have no upper end condo/townhouse type living units! No everyone wants to take care of a yard. • All are good so long as builders pay for streets and schools • Image 4 just seems too close. Other images okay. |
| Comments related to features of multifamily housing that respondents prefer |
| <ul style="list-style-type: none"> • Townhomes, not low income apartments • Please put in Trader Joe's and Costco or Sam's Club. The people in Beaumont are spending their money outside their community. Also we need restaurants. Thanks for listening. • More affordable housing but with HOAs so grounds and codes can be enforced. Maybe with more xeriscaping so we don't have dead, unmoved lawns. • Condos instead of apartments. Not more than 2 stories high. • Rather than multiple fast food eateries would prefer larger sit-down restaurants like Mimi's Cafe, Outback, etc. We need variety! Also it is getting very difficult to enter freeway on Highland Springs - need more freeway entrances to access the 10 fwy. Thank you. • Style and architecture needs to be the goal. No more stucco jungles • Let's build *UP* instead of using our last few empty spaces. Condos and apts. And I mean nice apartments. • Again preference is clean and friendly. Preferred nothing cold-stark modern as in image # one • Good quality homes for low-income people are needed. • With shopping and open spaces mixed in • Couldn't we discourage palm trees? All of Southern California (AZ, and NM too!) are full of palm trees! Let's have deciduous trees, and enjoy the seasonal changes we have here in Beaumont! • NEED MORE OPEN SPACE! • classy multi-family units with some open space • I prefer smaller apartment complexes that mitigate the amount or degree of density and congestion. Smaller apartment home complexes that blend with the style and feeling of the remainder of the neighborhood is essential. • We have a big need for NICE apartment complexes/condos. No more low income places. • I like the court yard green areas in multi-family residences • Are we kidding ourselves? The best option is the cheapest option. Other cities can take care of the higher end consumers. • Affordable housing • Community parks and street fairs. • Affordable housing for young people |

Table 8: Thoughts and comments related to multifamily residential homes

- Definitely need affordable housing. Condos, tiny houses ,apartments
- Maintain the small town feel. No massive developments
- We need nicer/ luxury apartments.
- Apartments are not good, brings in low income. I would prefer condos if necessary for low income.
- Condos with group areas would be a useful alternative from single family. The other images don't have the group space pictured.
- Mixed use should be brought into Beaumont since getting to shopping & services is such an issue here. It can look like image 2 or 4 regarding the character.
- Green space/plants/trees added to multi-family neighborhoods enhances the immediate area as well as the surrounding areas, better for residents.
- I don't really care for any of the above but like a park like setting in lieu of high rises.
- Less of multi-family housing such as Apartments.

Comments related to features of multifamily housing that respondents do not prefer

- I don't! There is enough multi family homes in Beaumont and we don't need any more. Keep the community owner single family and that will help keep Beaumont clean and safe where as if you went to non-owner multi family renters, that brings in the riff-raff and crime! Unless if it is senior housing... there is a major need for senior housing!
- No more mobile home parks
- No more houses
- None
- I actually prefer no multi-family residential, but I know that's not realistic. However, when it comes to renters specifically, I would like to see a cap in the city as a whole but also in individual housing communities.
- Not a big fan of multi family homes as no yards and too close together.
- None. Single level senior housing.
- none
- NONE
- None
- None!
- None
- None. Only single family residences
- Limited to certain areas not near Sundance please
- Prefer no multifamily housing. If necessary, it should be higher end to attract young professionals. Don't want or need low cost apartments or section 8 housing! Attracts lower class people, more transient, not invested in community, more crime, drives our schools down.
- Please don't do subsidized housing.
- No apartments
- Multi-family housing does not help the quality of life for the area. A good example would be to look at San Bernardino.

Other comments

- Nothing wrong with diversified demographics, but we as a city should be promoting growth out of low income into a better situation.
- Gives more of a southern CA feel.
- More homes .. more traffic .. and still high property taxes .. great job
- This is ridiculous ...
- None of these are affordable to residents in this area of the IE.
- Na



COMMUNITY SURVEY #3 – PREFERRED ALTERNATIVE

PREFERRED LAND USE ALTERNATIVE

SURVEY RESULTS

OVERVIEW

The Beaumont Community Survey was created to provide community members who live and work in the City (who are 18 years or older) an opportunity to share thoughts and ideas on their community. The purpose of the survey was to collect data to inform the General Plan update. The survey was made available in an online format. The survey was publicized through the [Elevate Beaumont](#) website, the City of Beaumont's website, and social media outlets. The survey was open from January 12-28, 2018.

The survey included 28 questions, including demographic questions, open response, and multiple-choice questions around. A total of 733 respondents participated in the survey. However, not all participants answered every question. While the 733 respondents provide the City with valuable insights and ideas, we do want readers to interpret this data as "representative" of the city. Nationally, community survey respondents are more likely to be female, older, and have higher educational attainment levels than the general population. As such, the results of the questions, including open-ended comments, will be used to inform and support other community input collected as part of the General Plan update.

BEAUMONT SURVEY DESIGN

This report contains topical sections that correspond to 5 areas of land use change in the City + Sphere of Influence:

- Downtown
- 6th Street Extension
- Urban Village South
- Traditional Neighborhoods
- Rural Residential (South of Potrero)

DEMOGRAPHICS

WHERE DO YOU LIVE OR WORK?

Respondents that identified living in the City of Beaumont (93.42%) had the highest participation in the survey. Participants were allowed to select more than one response.



| Answer Options | Response Percent | Response Count |
|--|------------------|----------------|
| I live in the City of Beaumont | 93.42% | 681 |
| I work in the City of Beaumont | 10.97% | 80 |
| I live/work in the County (Sphere of Influence) | 7.27% | 53 |
| I do not live/work in the City or the County (Sphere of Influence) | 2.47% | 18 |
| <i>answered question</i> | 729 | |
| <i>skipped question</i> | 7 | |

IF YOU LIVE IN THE CITY, WHERE DO YOU LIVE?

Respondents were asked to review an area map of the City + Sphere of Influence. Those respondents that identified living in Downtown (.56%) had the lowest response rate to the survey.

| Answer Options | Response Percent | Response Count |
|------------------------------|------------------|----------------|
| Downtown | 0.56% | 4 |
| Northeast | 26.23% | 187 |
| Northwest | 33.8% | 241 |
| Southeast | 27.49% | 196 |
| Southwest | 8.13% | 58 |
| County (Sphere of Influence) | 3.79% | 27 |
| <i>answered question</i> | 713 | |
| <i>skipped question</i> | 23 | |

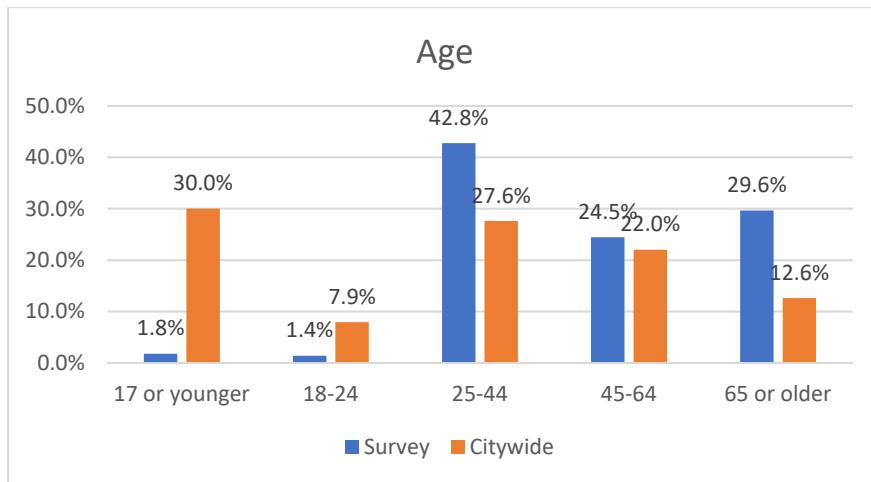
HOW OLD ARE YOU?

The following age groups had the highest participation rate in the survey: 25-44 (42.76%), 45-64 (24.45%), and 65 or older (29.64%).

| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| 17 or younger | 1.78% | 13 |
| 18-24 | 1.37% | 10 |
| 25-44 | 42.76% | 313 |
| 45-64 | 24.45% | 179 |
| 65 or older | 29.64% | 217 |
| <i>answered question</i> | 732 | |
| <i>skipped question</i> | 4 | |

Based on data from the 2012-2016 American Community Survey, respondents in the following age groups were overrepresented in the survey results: 25-44 (15.2%), 45-64 (2.5%), and 65 or older (17%).





WHAT IS YOUR RACE OR ETHNICITY?

Respondents that identified as White (67.78%) and Hispanic/Latino (19.31%) had the highest response rate to the survey.

| Answer Options | Response Percent | Response Count |
|-------------------------------------|------------------|----------------|
| American Indian or Alaskan Native | 0.56% | 4 |
| Asian | 1.81% | 13 |
| Black or African American | 41.67% | 30 |
| Hispanic or Latino | 19.31% | 139 |
| Middle Eastern | 0.56% | 4 |
| Native Hawaiian or Pacific Islander | 0.97% | 7 |
| White | 67.78% | 488 |
| Other | 4.86% | 35 |
| <i>answered question</i> | | 720 |
| <i>skipped question</i> | | 16 |

WHAT IS YOUR GENDER IDENTIFICATION?

Survey respondents identified as male (40.3%), female (59.4%), and non-binary (.28%).

| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Male | 40.33% | 294 |
| Female | 59.4% | 433 |
| Non-binary | 0.27% | 2 |
| <i>answered question</i> | | 729 |
| <i>skipped question</i> | | 7 |



DOWNTOWN

DO YOU WISH TO ANSWER QUESTIONS ABOUT DOWNTOWN?

A majority of respondents (93.38%) chose to answer questions about Downtown.

| Answer Options | Response Percent | Response Count |
|----------------|--------------------------|----------------|
| Yes | 93.38% | 677 |
| No | 6.62% | 48 |
| | <i>answered question</i> | 725 |
| | <i>skipped question</i> | 7 |

WHAT TYPE OF DOWNTOWN TO YOU PREFER? (CHOOSE 1)

Most respondents (66.04%) identified preferring a mix of 1 and 2 story buildings in Downtown.

| Answer Options | Response Percent | Response Count |
|-----------------------------|--------------------------|----------------|
| 1 story building | 21.38% | 136 |
| 2 story building | 12.58% | 80 |
| Mix of 1 and 2 story | 66.04% | 420 |
| | <i>answered question</i> | 636 |
| | <i>skipped question</i> | 100 |

WHAT TYPE OF DOWNTOWN PARKING WOULD YOU LIKE TO SEE? (CHOOSE 1)

The majority of respondents identified preferring angled parking (62.05%) in Downtown.

| Answer Options | Response Percent | Response Count |
|-------------------------------------|--------------------------|----------------|
| Angled parking | 62.05% | 394 |
| Median parking/flexible event space | 25.98% | 165 |
| Parallel parking | 11.97% | 76 |
| | <i>answered question</i> | 635 |
| | <i>skipped question</i> | 101 |



WHAT TYPE OF FEATURES WOULD MAKE DOWNTOWN FEEL SAFER? (RATE YOUR TOP 3)

The top three features that survey respondents identified as making Downtown safer were: public spaces (55.26%), wide sidewalks (51.08%), and slower car traffic (41.64%).

| Answer Options | Response Percent | Response Count |
|---|------------------|----------------|
| Bicycle lanes | 143 | 22.14% |
| Public spaces (i.e. plaza, park, etc.) | 357 | 55.26% |
| Wide sidewalks (15 feet or more) | 330 | 51.08% |
| Flashing crosswalks | 235 | 36.38% |
| Slower car traffic | 269 | 41.64% |
| Pedestrian scale lighting | 225 | 34.83% |
| Wayfinding/signage | 103 | 15.94% |
| On-street parking | 184 | 28.48% |
| <i>answered question</i> | | 646 |
| <i>skipped question</i> | | 90 |

OTHER COMMENTS

Additional Thoughts or comments on quality of life in Beaumont

(Response Count=47)

- 1 We need more trees for a better outdoor look no one likes to look at nothing
- 2 <http://beaconfoodforest.org/>
i Would like to see the building design follow historical preservation or models to keep with our ties as
- 3 an older small towb
Crosswalks should be wide and painted with wide horizontal lines the entire length of the crosswalk instead of only a line on each side with open space in the middle. Crosswalks should have traffic signals activated by pedestrians pushing a signal button in order to keep the flow of traffic moving or else the street traffic has to stop every second a pedestrian steps off the curb and no one will want to drive down the main street. (Think of the situation of pedestrians constantly crossing in the stater
- 4 bros parking lot, there is no system for crossing and it is frustrating for pedestrians and motorists)
Would like to see more community events/concerts/farmer's markets. Also would like to see a
- 5 bowling alley, maybe a rink, or a theater. Nothing to do in Beaumont.
My wife is in a wheelchair and the uneven pavement makes it somewhat difficult to navigate. Also, there are utility poles which utilize a significant portion of the sidewalk, and force us onto the road in
- 6 certain sections of Beaumont Avenue.
- 7 I would love to see a Trader Joe's put in the new shopping center.
You need to drive the old town residential streets. They are an absolute roller coaster. Beaumont has the worst streets for a city I have ever lived in. I trust someone cares about the taxpaying people who
- 8 own property I describe. Lefts undone to long.
- 9 Clean up the homeless situation should be number one it is not on the list!
- 10 would like an old time feel but with modern shopping and gathering coffee shops
- 11 I do not want really small downtown dwellings i.e. extra small apartments.
What a completely biased survey! Every question is pre-set to leave the false impression of choice and the 'small town feel' rhetoric comes in handy. Have you considered abandoning all zoning, planning for shrinkage, rather than growth, unincorporating, . . . ? Of course not ! You and all others
- 12



- of your ilk are only capable of planning, that is controlling others to mold the world into your own horrible image.
- 13 The downtown should be pedestrian friendly. Foot traffic is essential for small shops, restaurants, and other small businesses.
- I like the idea of proactively improving Beaumont's downtown area very much, many cities in the area have done that, and when a city's government has a conscious plan it makes a huge difference (even Yucaipa has a far superior downtown to Beaumont currently). Historically, Beaumont has been very reactive at best or passive at worst, and having a more interesting/welcoming downtown would mean a lot for the city, not only to residents but to the city's reputation throughout the Inland Empire, actually. Also, our location in the pass (on the way to Palm Springs/Coachella, etc. from LA and Orange County) makes Beaumont a natural place for people to stop and spend some time, if we choose to create a downtown worth stopping in.
- 14 Nice restaurant, nice movie theatre, good places to sit and eat local food benches and cute seating with nice light, lights like palm springs overhead, mexican food, ice rink, med shop
- 15 Many more important things needed, but it's a start
- 16 More street lamps and well lighted bus stops would make downtown feel safer.
- Overall, I think we need to add more parking to downtown and clean it up a lot. It reflects negatively on our town as a whole if we keep the main downtown dirty and fail to fix up the older buildings.
- 17 A new big local gym would be great so we don't have to drive 20 miles 1 way sometimes just to go to a gym. Maybe some other specialty stores and dinning as well.
- There should be housing for senior citizens in this area who cannot drive and be close to shopping areas
- 20 Even thought Beaumont wants to retain "Slow Town Feel", it should not stand in the way of future development that is well thought.
- 21 No one goes downtown, their are not to my interest. Don't spend any of my tax dollars their Beaumont needs more businesses such as retail shopping like Target and better/quality restaurants.
- 22 Beaumont should consider Rancho Cucamonga's developments.
- Coffee shops, bakery, median to upscale jewelry store, median to upscale antique store - No tattoo shops, no liquor stores, no tire stores or auto repair shops
- 23 Downtown Beaumont should model itself after Downtown Redlands with great restaurants and parks and shopping.
- 24 Wide sidewalks could be 10 ft, if that fits the street layout better along with good lighting. You can't simply randomly pick a factor without considering the overall impact. Right now it's the unkempt look with barred windows that makes it look and feel unsafe.
- 25 none at this time
- It would be better to have traffic speeds reduced, so that vehicles could travel at the same speeds along the same roads/streets.
- 26 Downtown looks junky
- Mixed use would be nice. We need to give a greater selection of shops to pedestrian traffic. A safe place to park is another issue. A parking garage perhaps. On street parking should be monitored -- no more than two hours. Beautification is always nice.
- 27 I love the idea of median parking to create an atmosphere for events, as long as there is a definite alternate plan for parking when events take place. If parking is going to be a disorganized mess at each event, then it won't be worth it because it will take away from the event. Riverside has nearby parking structures to help accommodate events. If we can do that, it would be worth it. If not, my second choice would be angled parking.
- 28 Would love a thriving downtown with shopping center and splashpad like in downtown Summerlin. I'm not sure what all these terms above mean---pedestrian "scale" lighting or wayfinding--a picture example would be nice.
- 29 My biggest safety concern is the growing homeless population downtown. Right now I always do my best to never stop in that area because of safety concerns.
- 30 consistent, GREEN, clean areas...NO WEEDS including on ramps and off-ramps
- Wide side walks are very important specially for new families with babies and strollers it can be challenging when there's big crowds trying to walk by a stroller and other children.



- 37 We need less thrift shops and transient hang outs. There are already too many vacant buildings and overgrown sidewalks to count.
- 38 Victoria gardens or Redlands citrus plaza
Too many homeless people in this area. It does not feel safe
- 39 None of these are priorities as far as safety.
- 40 The growing homeless people in old down town has become a public nuisance. Patrons visting business in the downtown are often approached by homeless for money. Alcohol and syringe needles found near buildings.
- 41 Unfortunately, the actual downtown area is located on two very busy intersections (Beaumont Avenue and 6th Street)-- so something would have to be done about that before it would be more walkable and pedestrian friendly. Perhaps moving the center up around 7-8th streets would be a better idea. Definitely the parking on 6th street needs to be changed back to parallel -- the "head in" type is very dangerous. Maybe our "downtown" is just not conducive to some of those ideas you presented.
- 42 Bicycle lanes only take from the safe movement of vehicle traffic and bike riders don't seem to like riding in their lanes so I think they are a waste. Bicycle riders also ride through stop signs. They should stop just like cars.
- 43 All areas well lit at night.
- 44 I am flexible about 1 or 2 story, but it needs to be high quality architecture...
- 45 My actual first feature would be street renewal and water/flooding prevention most of all effected street specially in Philadelphia R/R under the overhead bridge.
- 46 We need a Target on the north side of the freeway. It takes forever to get to the south side on Saturdays!!!

6TH STREET EXTENSION

DO YOU WISH TO ANSWER QUESTIONS ABOUT THE 6TH STREET EXTENSION?

A majority of respondents (90.06%) chose to answer questions about Downtown.

| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Yes | 90.06% | 616 |
| No | 9.94% | 68 |
| <i>answered question</i> | | 684 |
| <i>skipped question</i> | | 52 |

WHAT TYPES OF NEIGHBORHOOD RETAIL WOULD YOU LIKE TO SEE? (CHOOSE 1)

The top rate types of neighborhood retail survey respondents identified wanting to see were 1 story corner buildings (44.96%).



| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| 1 story corner buildings | 44.96% | 272 |
| 2 story corner buildings | 36.2% | 219 |
| 3 story corner buildings | 18.84% | 114 |
| <i>answered question</i> | | 605 |
| <i>skipped question</i> | | 131 |

WHAT TYPES OF HOUSING WOULD YOU LIKE TO SEE? (CHOOSE 1)

Survey respondents were split over the type of housing they'd like to see, but most preferred housing behind retail (45.96%).

| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Live-work | 31.15% | 181 |
| Multi-family housing | 23.06% | 134 |
| Housing behind retail | 45.96% | 267 |
| <i>answered question</i> | | 581 |
| <i>skipped question</i> | | 154 |

OTHER COMMENTS

| Additional Thoughts or comments on quality of life in Beaumont (Response Count=32) | |
|---|---|
| 1 | http://beaconfoodforest.org/ 2 none of these really, would cause WAY more home traffic NONE. TOO MUCH TRAFFIC AS IT IS IN THAT AREA AND ALL IT WOULD END UP BEING IS 3 LOW-INCOME PROJECTS! WHAT'S WRONG WITH YOU PEOPLE!!!! 4 We are currently reaching the point of overpopulation .. condos with stores on the 1first floor are a very modern feel with keeping with a traditional architecture 5 6 None of the choices above are meeting the goal of keeping Beaumont a rural community. 7 again stay with larger dwellings away from downtown. 8 Not sure what live-work means. Is mix housing and business? I believe it is VERY important not to have multifamily housing right on a main corridor (6th avenue). In order to improve property values, this extension of the main street of Beaumont should be distinctive, with upscale, but small restaurants, book stores, antique stores, specialty shopping. If ANY multifamily use is permitted it should be signed in an upscale fashion (NOT like the very ugly and low class Beaumont freeway sign that is being used to sell cheap advertising instead of interesting things about Beaumont. I hate that sign. The likelihood of it being removed is very small, so it should AT LEAST be used only for minimal "Welcome to Beaumont: items that tell that Beaumont is a beautiful and interesting place to visit and live, e.g. Cherry Festival, Lavendar festival, antiques, etc.. Again, multi use properties this close to the freeway should be GATED, all 9 around the property with upscale signs, amenities, and landscaping, adequate parking to NOT |

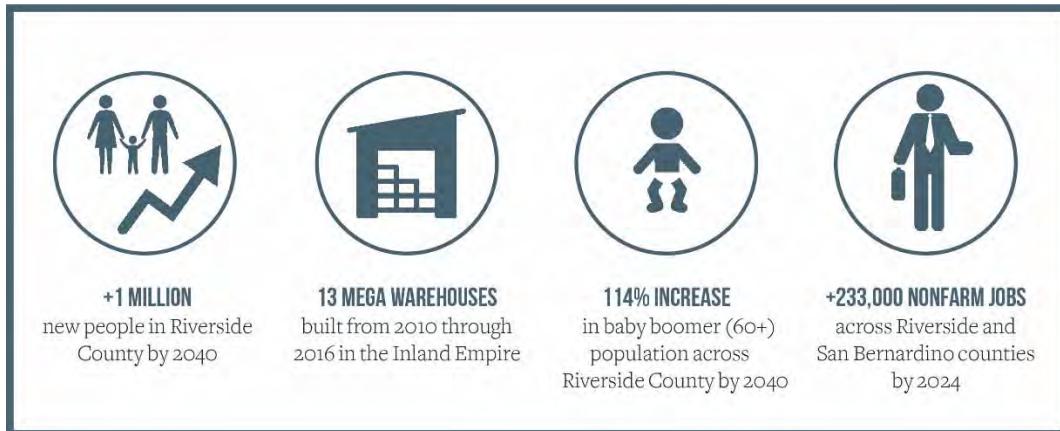


| | |
|----|--|
| | encourage or allow street parking. It must be upscale in order to reverse the perception that Beaumont is low income, high crime area. Affordable multifamily properties must be set farther back from the main arteries. ^6th and 8th streets |
| 10 | We need more retail spaces for all the homes already being built |
| 11 | These options are all similar |
| 12 | None of them. I prefer property owners to do as they see fit with the land and buildings they own, so long as they do not impinge on the health and welfare of others. |
| 13 | The type of housing that Beaumont lacks most (compared to other cities) is multi-family housing. Cities such as Redlands, Loma Linda or Palm Springs have quality rental properties, and even Moreno Valley has much more choice for apartments or condos. For single professionals, it doesn't always make sense to buy a house, so many people choose to rent in a nearby city rather than in Beaumont, so some higher quality rental properties would be definitely useful. |
| 14 | A nice bookstore and a local coffee shop such as cafe agape would be a wonderful addition to downtown Beaumont. |
| 15 | No more housing!!! There are too many people and not enough shopping areas already. |
| 16 | No more housing. We have enough housing. |
| 17 | Our town is so traditional that I would hate to see modern housing. Beaumont is known for its antique style, and I think it should stay that way. |
| 18 | Housing behind retail would be a close second choice |
| 19 | Very in favor of multi-use buildings. |
| 20 | None of these options |
| 21 | Dont like any of them really. |
| 22 | We need a movie theatre and more restaurant space Having lived in a neighborhood in Bend, OR that successfully utilized 2 to 3 story retail with office space above and also on the 1st floor spots, I'm wondering if that option was considered. With that option, residential is located on the blocks behind and adjacent, but not attached to retail/office bldgs. |
| 24 | why mix the two? I don't know if any further information will be provided on the transportation stop mentioned for South of the 10 fwy but I would like to make sure we think about secured parking if cars are to be left there to commute with public transportation. Right now, we already have out of control problems with cars being vandalized in our city--especially on the North West side. Please take precautions when planning for cars to be left out in our city! Again, a structure or security would be ideal. |
| 26 | None ..!!!! No more |
| 27 | N/a |
| 28 | I would like to see no new development I don't think multifamily housing is a good idea. This is not a large city and its not necessary. What is the benefit to kids of growing up with stores and high traffic areas in the front yard? |
| 30 | The multi-family housing should be affordable for those folks who have lived here for years, not just for high income people moving in. |
| 31 | Flexible about 1 or 2 story, as long as its quality architecture... |
| 32 | We have enough housing! Let Banning build apartments. |



GIVEN THESE TRENDS ACROSS THE REGION, SHOULD OUR CITY PLAN FOR THAT CHANGE?

Survey respondents were provided with a graphic identifying four key trends across the region and asked whether the City should plan for future change. The majority of respondents (93.02%) identified wanting the City to plan for future change.



| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Yes | 93.02% | 626 |
| No | 6.98% | 47 |
| <i>answered question</i> | | 673 |
| <i>skipped question</i> | | 47 |

URBAN VILLAGE SOUTH

DO YOU WISH TO ANSWER QUESTIONS ABOUT THE URBAN VILLAGE SOUTH?

Most survey respondents (89.44%) chose to answer questions about the Urban Village South.

| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Yes | 89.44% | 593 |
| No | 10.71% | 71 |
| <i>answered question</i> | | 663 |
| <i>skipped question</i> | | 72 |

WHAT TYPE OF AMENITIES WOULD YOU LIKE TO SEE IN THE URBAN VILLAGE SOUTH? (CHOOSE 3)

The top-rated amenities identified by survey respondents for Urban Village South were: restaurants (81.99%), movie theatre (62.44%), open air shopping (60.21%), entertainment (40.82%), and walking paths (34.48%).



| Answer Options | Response Percent | Response Count |
|---------------------------|------------------|----------------|
| Open air shopping | 60.21% | 351 |
| Restaurants | 81.99% | 478 |
| Entertainment | 40.82% | 238 |
| Library | 14.41% | 84 |
| Movie theater | 62.44% | 364 |
| Cultural/community center | 17.67% | 103 |
| Park | 27.1% | 158 |
| Plaza | 21.78% | 127 |
| Walking paths | 34.48% | 201 |
| Bike lanes | 14.07% | 82 |
| Other (please specify) | 6.17% | 36 |
| <i>answered question</i> | | 583 |
| <i>skipped question</i> | | 153 |

| Other Responses (Response Count =36) | |
|---|--|
| 1 | Recreational activities and new restaurants like Black Angus, Red Lobster and Olive Garden |
| 2 | Food Forest http://beaconfoodforest.org/ Shopping for basic food goods is needed. Groceries are purchased most often by every household. Don't create a food desert. |
| 3 | |
| 4 | gym |
| 5 | Address the homeless/soliciting for money/etc.. |
| 6 | Dog park They need enough amenities so they don't come to Highland Springs area, they need to stay in their own area. |
| 7 | |
| 8 | Does |
| 9 | Costco & Target |
| 10 | Bowling ?? not sure, my browser wouldn't let me return to the map to understand better exactly where this is, so my responses are general |
| 11 | |
| 12 | I would not like to see an 'Urban Village South' (horrors) A bookstore would be nice, Beaumont is much too large a city to have zero bookstores. |
| 13 | |
| 14 | Leave it as open space |
| 15 | Stop building |
| 16 | NO BASKETBALL AND OTHER LOUD ACTIVITIES Nice place to walk, shop, have lunch or dinner, and hear running water. Something more upscale to enjoy. |
| 17 | |
| 18 | Gym |
| 19 | Costco |
| 20 | gym |



| | |
|----|---|
| 21 | Don't plan it, there is way to much traffic now. Hard to get on the freeway as it is, and then jammed all the way to work., on the I10-West |
| 22 | Splash area for kids |
| 23 | Office Space |
| 24 | Target |
| 25 | Hook ups to our sewer system fees should dramatically increase |
| 26 | no more development |
| 27 | B |
| 28 | Schools |
| 29 | fire station |
| 30 | Ranches |
| 31 | Gym |
| 32 | I would like to see this left undeveloped. |
| 33 | Elementary school, middle school, high scho |
| 34 | make this area a quality restaurant entertainment are no busisness. |
| 35 | Providing for a relaxing area to utilize as a meeting area for citizens |
| 36 | Costco |

WHAT TYPE OF DESTINATIONS WOULD YOU LIKE TO HAVE ACCESS TO IN THIS AREA? (PICK YOUR TOP CHOICE)

Survey respondents identified the top rated destinations to have access to in the Urban Village South as retail (52.52%) and transportation hub (20.17%).

| Answer Options | Response Percent | Response Count |
|---|------------------|----------------|
| Transportation hub (e.g., for potential rail) | 20.17% | 116 |
| Retail | 52.52% | 302 |
| Education | 6.09% | 35 |
| Affordable housing | 4.35% | 25 |
| Health services | 6.78% | 39 |
| Jobs | 7.13% | 41 |
| Other (please specify) | 2.96% | 17 |
| <i>answered question</i> | | 575 |
| <i>skipped question</i> | | 161 |

Other Responses

(Response Count =26)

- 1 CVS and Target
- 2 Food Forest <http://beaconfoodforest.org/>
- 3 Parks
- 4 L
- 5 again, not sure, see above. Transportation hubs make me nervous



- | | |
|----|---|
| 6 | Golf course |
| 7 | A biker bar would be nice for balance I think what our city lacks the most (more than affordable rental housing even) is non-chain retail. Beaumont should have a coffee shop other than starbucks, a book store, etc. |
| 8 | |
| 9 | Leave it as is |
| 10 | Access to Public transportation and bike routes. |
| 11 | Nothing |
| 12 | We should try to get a new University hospital, Kaiser |
| 13 | Keep it rural! No more houses! |
| 14 | no development |
| 15 | O |
| 16 | E3 |
| 17 | Restaurant |
| 18 | No more houses !!!! |
| 19 | Ranching |
| 20 | Elementary school |
| 21 | Elementary School |
| 22 | Gym |
| 23 | None |
| 24 | open air type of retail to match the theme of the rural residential |
| 25 | school for the southeast area, I hate going into the northside of the R/R Track. |
| 26 | See above |

WHAT RESIDENTIAL TYPE AND CHARACTER DO YOU SUPPORT IN THE CITY'S MULTIFAMILY NEIGHBORHOODS?

Most survey respondents supported 2 (67.95%) over 3 story (26.19% multi-family housing).

| Answer Options | Response Percent | Response Count |
|--------------------------------|------------------|----------------|
| Multi-family housing (2 story) | 67.95% | 371 |
| Multi-family housing (3 story) | 26.19% | 143 |
| Multi-family housing (4 story) | 5.86% | 32 |
| <i>answered question</i> | | 546 |
| <i>skipped question</i> | | 190 |

Other Responses

(Response count = 39)

- | | |
|---|---|
| 1 | Need to address the traffic issues, i.e., back-ups on Highland Springs around the freeway entrance and exit and the growing congestion, before adding new housing |
| 2 | http://beaconfoodforest.org/ |
| 3 | WE NEED BETTER ACCESS TO HWYS.... |



- 4 CITY CAN'T MANAGE THE WAY THINGS ARE NOW, I DOUBT THEY WILL BE ABLE TO
 4 MANAGE THIS PLAN!
- This new community needs to have their own shopping, medical etc. we are too over crowded in the Highland Springs area. Highland Springs cannot handle anymore traffic .. it's a mess right now. It was poorly planned with lights backed to back .. Keep the new community in their own environment. PLEASE
- 5 To answer the above question... NONE!! We have enough new home developments in this community!
- 6 I came to Beaumont because it was one of the last small town rural communities and coming from LA, I needed that with peace and quiet!
- 7 Does everything have to be in browns, oranges and browns? Let's get other colors on the buildings besides the same boring browns and always Spanish influence.
- 8 My concern is multi density housing above 2 story may increase crime within our community. As it is our police department will need to expand.
- 9 Something MUST be done about the traffic mess under Interstate 10 at Highland Springs. We encounter impossible exits at the eastbound offramp (people trying to get on the WB fwy blocking the through lanes as far back as the prior stoplight on NB Highland Springs, also blocking people trying to get off the fwy, and the westbound offramp stalled because the through lanes are stalled, resulting in having to wait 2-3 lights to get off.
- 10 Additional on/offramps need to be put in before development on the South side takes up the space...it's the development on the south side that is causing the problems, and the development you're proposing will just make a terrible traffic plan worse. There should be at least 2 more onramps to the 10 built with easy access from the south side.
- 11 It won't let me pick health services
- 12 I do not support rabbit hutch housing
- I think if Beaumont builds a large new area, for retail or housing, they should try to include some fairly distinctive landmark along with it. Maybe a park, or a small lake or a stream, or a walking area, something like that. Dos Lagos in Corona or The River in Rancho Mirage are examples of unique developments with a memorable aspect, and if Beaumont is going to make a large, permanent addition to the city, it would be worth considering some similar unique themed location that sets it apart from generic retail locations.
- 13 Need to plan for the excess traffic, there is not enough infrastructure to sustain the growth.
- 14 None of the above. If you don't build it they can't come.
- 15 None
- 16 No more housing!
- Please try and keep this a small town feel, not like large city living. Appartments styled with architecture not straight up cold walls with no style.
- 17 Dont even mess with this area. Very large open area that welcomes a lot of people to our town. It is essential to maintaining the small town feel. Of all places in the city, just leave this area as is.
- 18 As housing increases in the city, transportation becomes overwhelming. Highland Springs, Pennsylvania and Beaumont access from either side of I 10 is always backed up now. A monstrous problem.
- 19
- 20 None dont like this type od housing.
- 21 Keep it rural! No more houses!
- I don't wish appts
- 22 Single family homes preferred
- 23 There should NOT be anymore housing built without the builder providing for infrastructure. We can't handle the amount of traffic we have now.
- i do not like multifamiliy housing.
- 24



| | |
|----|---|
| | <p>Consider studying the neighborhood of NW Crossing in Bend, OR as well as other city neighborhoods having small retail/office mixed in for walkability. Bend went from a small town in 1990 suffering from dwindling jobs to currently over 90,000 population, and the overall appearance of the city changed dramatically, in my opinion for the better. Parks and education were not neglected, but enhance the overall attractiveness.</p> <p>25</p> <p>26 since there is so much open land in this area, sticking to one story seems adequate I always thought that this type of shopping village would be ideal on the other side of town where the 10 & 60 meet, since you brought in thousands of homes on this side with nowhere close by to spend our money in Beaumont. Also, we really feel like the city pulled a bait & switch to get people to buy the homes, then never followed through on any of the promises for schools, shopping & entertainment. Most of us on this end currently shop in Calimesa, Yucaipa, Redlands & Moreno Valley. You are really out of tune with financial planning for the city if you continue ignore the shopping & entertainment needs of the North West end of town (thousands of households going elsewhere yo spend their money....) The new households here have the potential of really providing a lot of future revenue for the city if you plan accordingly. Please do not be short sighted in your planning and not maximize the additional revenue that can generated for our city from this new housing. There is only so much land left to do this and to also plan for the educational needs of all these new families.</p> <p>I always thought this area you are referring to for the Urban Village would be a great site for a 2nd high school on the east side of the city. Again, since you have planned for so many new families to come to the city, you cannot neglect the needs to designate specific areas for school expansion. Where have you designated space for a new high school so that students don't have to travel across town just to get to the only high school in the city? Of course, there is a need for elementary & middle school expansion as well but the largest site will need to be set aside for a 2nd high school. The city & school district already dropped the ball on the North West side of town by not ensuring that the lot gifted to the city/school district designated for a new elementary school was sufficient in size. From what I have researched, these new laws went into place in 2000!! Isn't it the job of our planning & building department to check into these plans to ensure they meet codes? I really hope the era of developers having our city employees in their back pockets is gone because that was ridiculous! We are watching! And then you approve MORE HOUSES to further exacerbate the problem (more families, more kids, still no school!) Someone who is really working for our city's future benefit (as you are paid to do) would have kicked it back to the developer and said thank you for the gift... but we need you to modify the plan to accommodate California school regulations. A few less houses would have done the job and the developers would still make a killing... especially since they agreed to burden the homeowners with costs typically taken on by the developers. PLEASE do your job. From now on, a designated school site needs to meet size & location (and all other) regulations and should be required (including parks) in EVERY major home development in the city. That's part of the negotiation that takes place between the city & the developer. Don't build any more new homes if you can't do this because you are creating an imbalance in the city infrastructure. In fact, it's already here, congratulations! Now please fix it before it's too late. I've seen this happen in other cities and then when the infrastructure is in need of repair, there is insufficient revenue to make the necessary repairs because the city never planned for adequate income sources from sources other than homes. Now that you have brought in thousands of new families, plan for and actually follow through with building the education, shopping & entertainment needs to accommodate these families so that we have a great balance between homes & retail, entertainment, warehousing...and don't forget he schools & parks! Use Rancho Cucamonga or current Redlands as your guide. Don't mindlessly piecemeal like you've been doing. That is what the unsuccessful cities have done. And bring in a variety of shopping experiences...NOT 10 more Stater Bros. We don't need ANY more Stater Bros in The Pass! I don't have anything against the company but any monopoly shouldn't be allowed. They don't have enough variety and don't accommodate the specialty wishes of the community that you brought here. Again, that is why you are missing out on our shopping dollars because we only have discount stores. What about a Vons, Ralph's, Trader Joe's, Sprouts, Costco, Winco, etc. Plan for a variety to accommodate all our citizens. That about a Target with a grocery inside? If you just</p> |
| 27 | |



| | |
|----|--|
| | would listen to the community on the Neighborhood app you would be so much more in tuned with what the needs & wishes are for this community. |
| 28 | None |
| 29 | Please no apartments |
| 30 | No housing. |
| 31 | We do not need this type of housing in Beaumont. Please stop ruining our town. |
| 32 | No multi-family housing in this area! |
| 33 | Single family resident home I would prefer vertical if it keeps more open space. Not to make room for more warehouses and trucks. |
| 34 | I am very concerned about a transit center. Look at Yucaipa's transit center. It's full of homeless. Not heart of gold tv movie homeless, but heroin addict car burglar homeless. I do not want that in Beaumont. My main complaint over the years has been that all of the alternatives to pick from have been what big cities have chosen. Look around this area -- anything that obscures the views and affects the air quality should not even be considered. Just because there is open land doesn't mean that there has to be something huge built on it. Once you start clogging the openness with structures 3-4 stories tall -- there goes the views and the small town atmosphere that you've indicated is so important. Aren't there going to be any "small towns" anymore? Why does every square inch of ground have to be developed is a good question to ask. |
| 36 | flexible about 2 or 3 story. Depends on the views and the quality of the architecture... none I hate all of it you already have a bunch of housing in the northside I don't want it in the southeast side. This kind of homes bring bad mojo to any city, because it can turn to low income housing at anytime base on the times. |
| 37 | Increased water supplies, sewage, water recycling and fire stations will be sorely needed. City needs alternative financing for this. Mello Roos have been a criminal disaster! I am already paying for all these things on my Mello Roos bond and have nothing to show for it. No increased water, no sewage plant, not water recycling and no fire station. |
| 38 | Apartments will be needed somewhere in Beaumont eventually. I think the preferred location for this would be heading south on Beaumont Avenue to the right just as you pass First street. |

TRADITIONAL NEIGHBORHOOD

DO YOU WISH TO ANSWER QUESTIONS ABOUT TRADITIONAL NEIGHBORHOOD (WEST OF 79)?

The majority of respondents (85.56%) chose to answer questions about a traditional neighborhood west of 79.

| Answer Options | Response Percent | Response Count |
|-------------------|------------------|----------------|
| Yes | 85.56% | 545 |
| No | 14.76% | 94 |
| answered question | | 637 |
| skipped question | | 97 |

SHOULD THERE BE A CONSISTENT ARCHITECTURAL STYLE IN A TRADITIONAL NEIGHBORHOOD?

When asked about consistency of architectural style, survey respondents preferred a variety of housing styles (76.18%) over all homes looking the same (23.82%).



| Answer Options | Response Percent | Response Count |
|---|--------------------------|----------------|
| Yes, I prefer all homes to look the same | 23.82% | 126 |
| No, I prefer a variety of housing styles | 76.18% | 403 |
| | <i>answered question</i> | 529 |
| | <i>skipped question</i> | 207 |

ARE THERE FEATURES THAT YOU'D LIKE TO HAVE IN A TRADITIONAL NEIGHBORHOOD? (RATE YOUR TOP 3)

Survey respondent's identified neighborhood serving retail (79.15%), multi-use trails (60.89%), a mix of uses (56.46%), and parks for recreation and gathering (56.27%) as top-rated features in a traditional neighborhood.

| Answer Options | Response Percent | Response Count |
|---|--------------------------|----------------|
| Connected network of bike lanes | 35.42% | 192 |
| Multi-use trails (e.g., walking, biking, etc.) | 60.89% | 330 |
| Continuous network of sidewalks | 46.13% | 250 |
| Neighborhood serving retail (e.g., grocery store, coffee shop, dry cleaners, etc.) | 79.15% | 429 |
| Walkable blocks to improve pedestrian safety and access | 48.15% | 261 |
| Housing to accommodate people of all ages and income levels | 38.38% | 208 |
| Parks for recreation and gathering | 56.27% | 305 |
| Innovative companies and flexible work spaces | 35.24% | 191 |
| A mix of uses (e.g., jobs, housing, retail, and public spaces) | 56.46% | 306 |
| Access to public transit (e.g., potential rail, bus, etc.) | 41.33% | 224 |
| | <i>answered question</i> | 542 |
| | <i>skipped question</i> | 194 |

| Other Responses (Response Count = 22) | |
|--|--|
| 1 | All are important, difficult to rate top 3 |
| 2 | and a Free Food Forest http://beaconfoodforest.org/ WE NEED TO CREATE A " LITTLE VILLAGE " THAT WOULD HAVE HOUSING, RETAIL |
| 3 | AND PARKS-OPEN AREAS.... |
| 4 | Make it walkable so people don't use cars for short errands. |
| 5 | Safety and consistency in maintaining these areas. |
| 6 | None of that should be planned. As needs and interests arise, let builders / owners provide what people will actually use and pay for |
| 7 | enough is enough, no more housing in Beaumont! |



- 8 Public safety is very important. All should be safe taking a walk, biking no matter what age
- 9 Keep it rural! No more houses!
- 10 You need all of these things...
Building appts. In my opinion bring gangs and undesirable people. Single family homes mean stability and people with good earnings.
- 11 There's no feeling of a city centre. It would be great to build a mixed use hub somewhere similar to
- 12 Victoria Gardens in Rancho Cucamonga.
- 13 Insure that developers are required to cover the entire cost of improving freeway on/offramps and impacts to surrounding surface streets. They build thousands of homes and are not required to cover the costs of their development's impact.
- 14 Access to transportation is also important. Don't forget to plan for schools too. Real concrete planning... not arbitrary. This will be a designated school site for elementary, middle & high school that meets all regulations & codes. Don't build anymore new homes unless there are concrete plans for education, shopping, entertainment, parks & transportation, etc. We are already at an imbalance citywide.
- 15 Access to public transportation will increase crime and homelessness in Beaumont. Train stations in major cities have huge homeless problems and crime associated with that population.
- 16 We need a bridge for the kids to cross on desert lawn ..across the golf course .. kids have only 2 ft to ride there bikes while cars speed from champions all the way to oak valley
- 17 Stop building these horrible track houses. This is not Moreno Valley!
- 18 I think all of the above are important and should be included.
Building anything along Hwy 79 is going to be problematic. There is already a huge amount of traffic on that highway. The dotted line indicating "Proposed Potrero" is in a very poor location -- adding more and more traffic right into the heart of one of the busiest intersections in Beaumont (Hwy 79 and First Street) A more logical approach to a "Bypass" which Potrero was supposed to be, would be to angle it further south and to come into Hwy 79 at a place that would not increase the problems of additional traffic at an already over-extended intersection. And besides that -- the solid line that connects Potrero east to Highland Springs would add truck traffic to neighborhoods on the south of First Street which is basically what got the previous administration into trouble when they proposed doing that! Again -- why does every square inch of ground have to be covered with housing and other types of buildings? What about regional parks or other play areas? Here's one suggestion -- every developer MUST put in large parks accessible to everyone not just the residents and before they leave that development there will be a neighborhood shopping center up and running. The city of Beaumont has been way too accommodating to developers -- pretty much letting them decide what they will build or not build. Since they want the land that's available -- make them build what will work best for Beaumont and its residents. And here's a novel idea -- don't change the General Plan just to suit a developer. Make them adjust their ideas and plans to fit what has already been decided.
- 19 Definitely access to wildlands...
- 20 See my previous comment.
- 21 We need more "sit-down" restaurants in Beaumont.



SOUTH OF POTRERO

DO YOU WISH TO ANSWER QUESTIONS ABOUT RURAL HOMES SOUTH OF POTRERO?

The majority of respondents chose to answer questions about rural homes south of Potrero (81.77%).

| Answer Options | Response Percent | Response Count |
|----------------|--------------------------|----------------|
| Yes | 81.77% | 507 |
| No | 18.23% | 113 |
| | <i>answered question</i> | 620 |
| | <i>skipped question</i> | 116 |

ARE THERE FEATURES THAT YOU WOULD LIKE TO PRESERVE?

Survey respondents identified panoramic views (86.68%) as the top rated feature to preserve, followed by sensitive habitat (44.93%) and natural vegetation (41.55%).

| Answer Options | Response Percent | Response Count |
|--------------------------|--------------------------|----------------|
| Topography | 39.76% | 200 |
| Panoramic views | 86.68% | 436 |
| Ridgelines | 38.37% | 193 |
| Natural vegetation | 41.55% | 209 |
| Sensitive habitat | 44.93% | 226 |
| Rural-urban buffer zones | 39.36% | 198 |
| Other (please specify) | 1.19% | 6 |
| | <i>answered question</i> | 503 |
| | <i>skipped question</i> | 233 |

| Other Responses | |
|----------------------|---|
| (Response Count = 6) | |
| 1 | all of the above |
| 2 | Places to shoot If the city could create and maintain a few trails in this area, it might contribute to Beaumont developing a reputation as a place for residents to be active and enjoy nature. |
| 3 | Ranches |
| 4 | All of it! Don't build here |
| 5 | build around the surrounding habitat |



ARE THERE OTHER FEATURES THAT YOU WOULD LIKE TO INCORPORATE? (CHOOSE TOP 3)

Survey respondents identified the top features to incorporate as: access to open space (57.06%), conservation development (46.32%), limits on scale of homes (43.14%), scenic roads (42.54%), and scenic vistas (42.35%).

| Answer Options | Response Percent | Response Count |
|--|------------------|----------------|
| Scenic roads | 42.54% | 214 |
| Dark sky lighting | 34.99% | 176 |
| Access to open space (e.g., hiking trails, multi-use trails, etc.) | 57.06% | 287 |
| Environmentally sensitive design | 34.39% | 173 |
| Limits on scale of homes | 43.14% | 217 |
| Scenic vistas | 42.35% | 213 |
| Conservation development (e.g., minimum of 50% of total development dedicated to open space) | 46.32% | 233 |
| Other (please specify) | 1.79% | 9 |
| <i>answered question</i> | | 503 |
| <i>skipped question</i> | | 233 |

Other Responses

(Response Count = 9)

- 1 Free Food Forest <http://beaconfoodforest.org/>
- 2 We need closer schools
- 3 Places to drink and neck
- 4 Keep it rural! No more houses!
- 5 No more building!
- 6 No more Homes
- 7 More street lights
- 8 Zero development
- 9 None. Just leave it the hell alone



