5.10 LAND USE AND PLANNING

The components of the proposed Project analyzed herein are:

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

Since an Initial Study was not prepared with the issuance of the Notice of Preparation (Appendix A), the focus of the following discussion is related to the Project's potential to divide an established community, or conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

In response to the Notice of Preparation, the City received comment letters from Caltrans, Riverside County Department of Waste Resources, and Ron Roy, regarding land use and planning. The City also received a comment letter from the Southern California Association of Governments (SCAG). Consistency with SCAG's regional plans are discussed in Section 6 of this Draft PEIR. These letters are included in Appendix A and are summarized in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation**. No oral comments were received regarding land use and planning at the Project's public scoping meeting.

5.10.1 Setting

The Planning Area

The City and City's SOI (collectively referred to as the "Planning Area") encompasses approximately 26,566 acres (41.51 square miles), of which 19,381(approximately 30 square miles) acres are within the boundaries of the City of Beaumont and 7,185 acres (approximately 11 square miles) are located within the City's Sphere of Influence (SOI). The City is bordered by unincorporated County of Riverside and City of San Jacinto to the south, unincorporated County of Riverside and City of Banning to the east, the unincorporated County of Riverside to the west, and the City of Calimesa and unincorporated community of Cherry Valley to the north.

The existing City limits generally extend north and south of Interstate 10 and State Route (SR) 60. The City's SOI encompasses areas to the south of Interstate 10 and State Route 60 in the regions referred to as Lamb Canyon, Laborde Canyon, portions of the San Timoteo Badlands and Poppet Flats. (Refer to **Figure 3-1 – Regional Map** and **Figure 3-2 – Project Vicinity Map.)**

Development History and Patterns

The City's early development was directly linked with its location in the San Gorgonio Pass, which served as a major route connecting the Los Angeles Basin with points east. Historically, the San Gorgonio Pass has served as a natural gateway between desert and coastal regions, and was well-traversed during both pre-contact (aboriginal) and historic times. The origin of the City of Beaumont dates back to 1866, when the Summit Station mail stop was established on a passenger stage route through the San Gorgonio Pass.

In 1876, with the advent of the railroad, the Pass area became readily accessible. In 1900, the first plans for the City were laid out, and a water system was developed. The City's sparsely scattered population at this time was estimated at between 200 and 300 persons.

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

Beaumont was incorporated as a City on November 18, 1912, and has grown steadily since. A rapid population influx following World War II brought the City's 1950 population to almost 3,000 persons. In the late 1990s and early 2000s, Beaumont experienced a housing boom, including several new master planned communities: Oak Valley Greens, Three Rings Ranch, Solera, Sundance, and Tournament Hills.[1] Together, these specific plans comprise over 25,000 new residential units. While the pace of development has slowed, there are still development projects that are entitled or currently under construction. Most of the new residential developments are operated under Homeowner Associations (HOAs) and several are gated with restricted access. Additionally, new arterial roads and freeway intersections are also under development.

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

Existing Land Uses Within the Planning Area

The City has a relatively small built footprint compared to its overall size. The SOI portion of the Planning Area includes residential and undeveloped land outside of City limits. There is limited data on existing use in land outside of the City limits. Existing land uses within the Planning Area are presented in **Table 5.10-A** and shown on **Figure 5.10-1 – Existing Land Uses within the Planning Area** on page 5.10-5.

Table 5.10-A – Existing Land Use within the Planning Area

Land Use[(a)]	Approximate Percentage of Planning Area
Unknown	1.0
Multi-Family R3	0.1
Commercial	5.7
Religious	0.1
Farmland	1.3
Manufactured Home	0.3
Miscellaneous Structures	0.7
Multi-Family Residential 2 to 3 Units	0.5

[1] See **Figure 5.10-2 – Existing Specific Plans within the Planning Area** on page 5.10-9.

Table 5.10-A – Existing Land Use within the Planning Area

Land Use[a]	Approximate Percentage of Planning Area
Parks	1.2
Single Family on CM[b] Zone	0.1
Single Family Residential	10.4
Private Recreation	2.7
Vacant Land	75.8
Total	99.9[c]

Source: ECR, Figure 4.2

Notes

(a) Location as shown on **Figure 5.10-1**

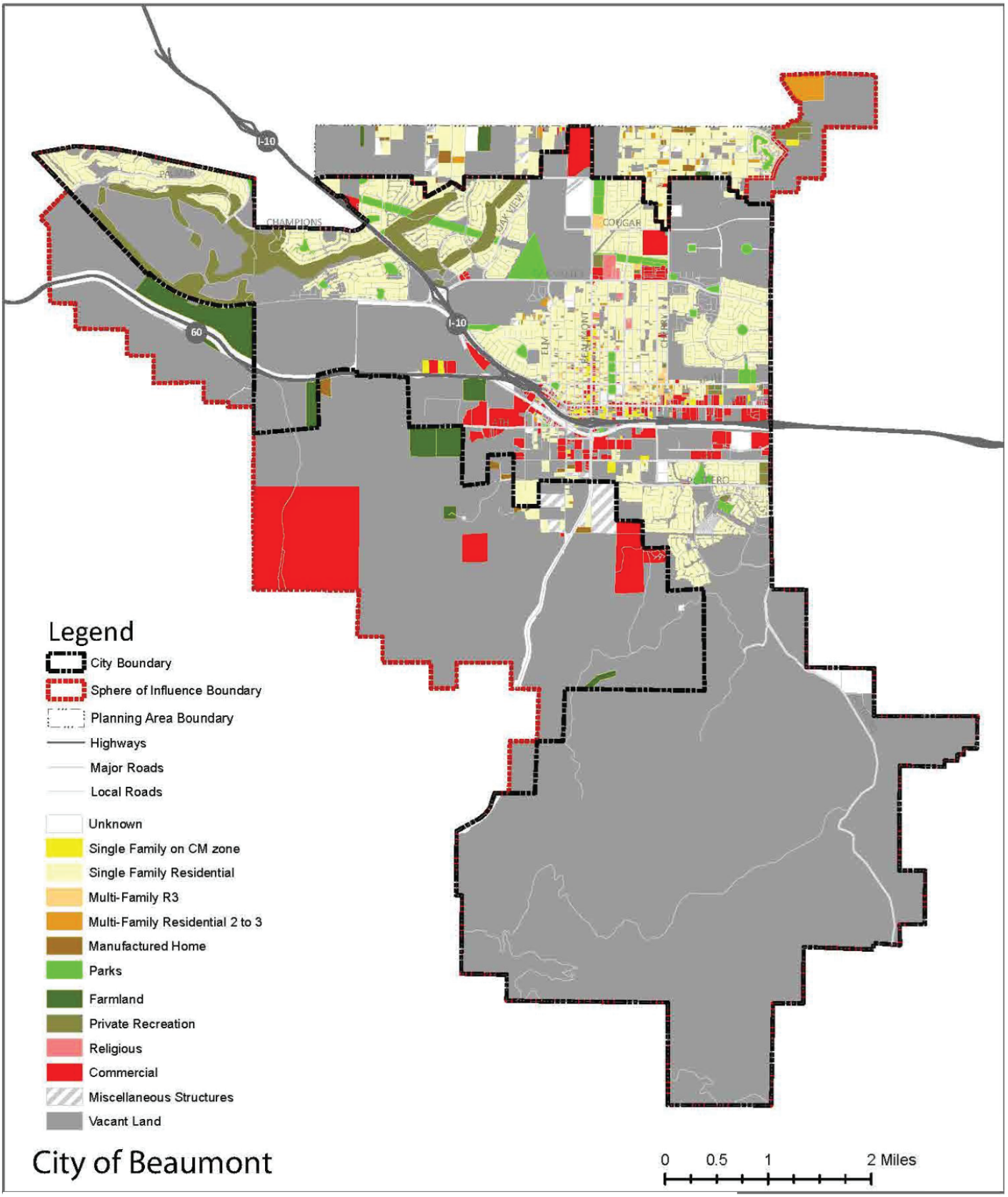
(b) CM – Commercial Manufacturing

(c) Total is less than 100 due to rounding.

As shown in the above table, the largest land use category within the Planning Area encompassing approximately 76% of the Planning Area is vacant. The next largest category is single family residential at just more than 10%, followed by commercial at approximately 6%. Vacant land within the City includes lands that are reserved for open space as well as land designated for urban uses that have not been developed yet. Residential development is primarily found north of SR-60 and I-10 in the flatter areas of the city. As shown on **Figure 5.10-1**, most of the neighborhoods are single-use neighborhoods without supporting commercial uses or services in close proximity. Most of the vacant land, especially that land designated by the 2007 General Plan as open space, is found in the southern end of the city in areas generally characterized with steeper slopes and more rugged topography. While there is a substantial amount of vacant land within the core area of the city, as well as along the freeways, much of this land has already been entitled for development. This pattern of existing uses indicates that Beaumont is a bedroom community[2] with much potential for growth. (ECR, p. 38.)

[2] A bedroom community describes an area where most of the residents commute outside of the city in which they reside.

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

Figure 5.10-21- Existing Land Use: Planning Areas

City of Beaumont General Plan Update

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There are seventeen Specific Plans currently in place within the City, which were adopted for the development of master planned residential communities and commercial uses. While almost 25,000 housing units were entitled, approximately 7,500 units remain to be built. A brief description and status of these specific plana are presented **Table 5.10-B – Existing Specific Plans** and their locations are shown on **Figure 5.10-2 – Existing Specific Plans**.

Table 5.10-B – Existing Specific Plans

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

Source: Beaumont 2040 Plan, Table 3.1

Notes

(d) Location as shown on **Figure 5.10-2** on page 5.10-9**.**

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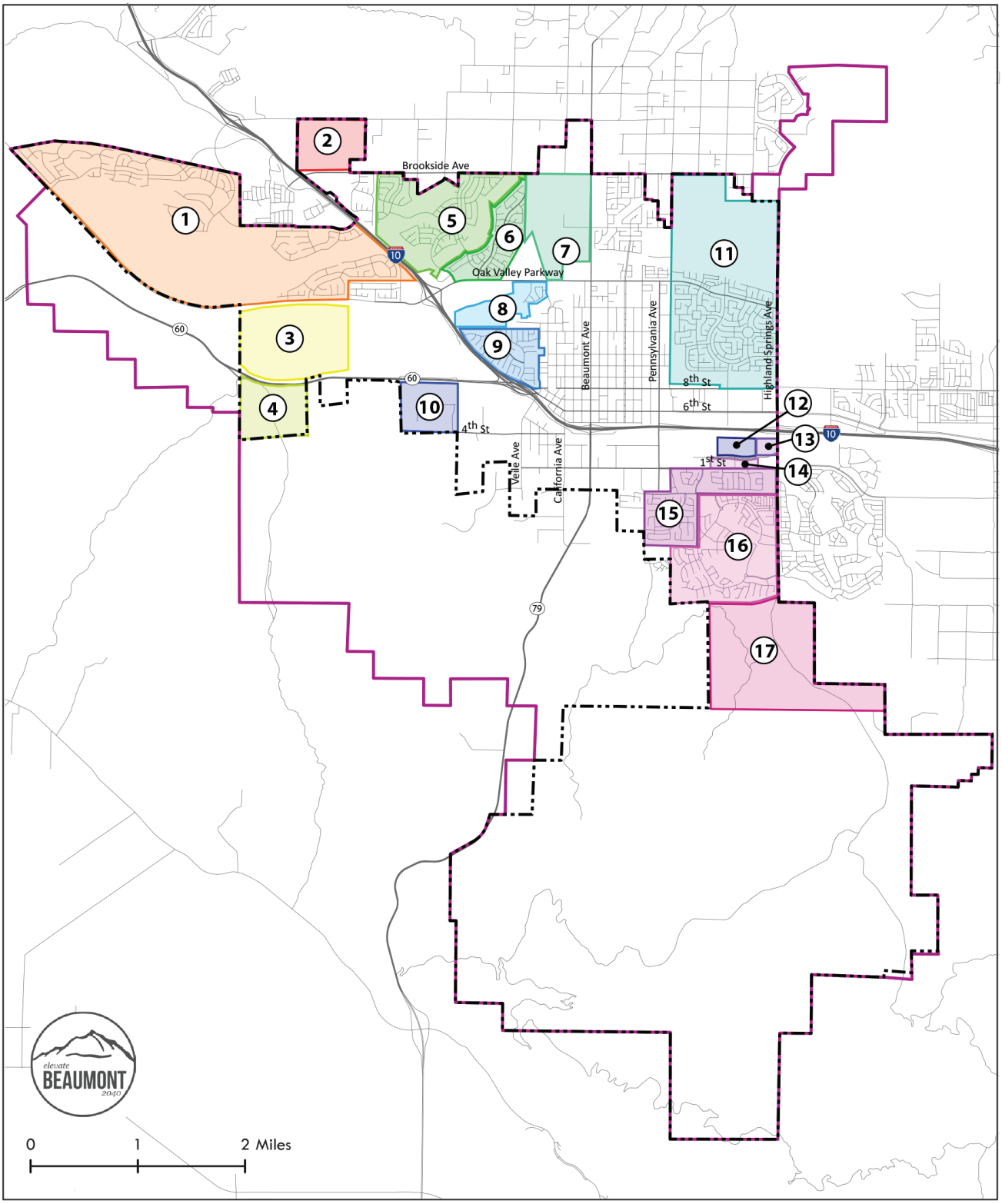


Figure 5.10-2 - Existing Specific Plans

City of Beaumont General Plan Update

ALBERT A. WEBB ASSOCIATES

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Existing zoning designations within the Planning Area recognize adopted Specific Plans. By combining policy statements and implementation mechanisms, these Specific Plans provide criteria and standards tailored to individual development proposals, and become the effective zoning for the properties within each Specific Plan area.

5.10.2 Related Regulations

Federal Regulations

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

State Regulations

California Government Code

The California Government Code (Section 65300) describes the scope and authority of local jurisdictions to prepare, adopt, and amend general plans. Communities prepare general plans to guide the long-term physical development of the jurisdiction and any land within the jurisdiction's sphere of influence. At a minimum, the California Government Code requires general plans to address land use, circulation, housing, noise, conservation, open space, and safety issues.

Additionally, California Government Code assigns equal importance to each general plan element and requires general plan elements to be internally and externally consistent, meaning that policies between elements should not be in conflict with one another, nor should subsequent plans or implementation programs, such as the zoning ordinance, capital improvement plan, or specific plans, conflict with general plan policies.

The land use portion of a general plan is expected to describe and identify the general location and extent of uses of land for housing, business, industry, open space, public facilities, and categories for public or private uses of land. The land use element is also expected to establish and define population density and building standards for each district and other territories covered by the plan.

California Building Code

The State of California provides minimum standards for building design through the California Building Code (CBC) (California Code of Regulations, Title 24). The City enforces the CBC through its Municipal Code. The City Building Code incorporates the CBC, including recent changes. The CBC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBC requirements. Through the CBC, the State of California provides a minimum standard for building design and construction.

Surface Mining and Reclamation Act of 1975

The State of California has recognized that mineral resources are essential to the needs of society and the economic well-being of the state. In 1975, the State Legislature passed the Surface Mining and Reclamation Act (SMARA), Public Resources Code (PRC) Section 2710, et seq. The intent of SMARA is to promote production and conservation of mineral resources, minimize the environmental effects of mining and ensure mined lands are reclaimed to conditions suitable for alternative uses. Reclaiming land for other uses once mining operations are completed is important for the general health, safety and welfare of the community. Under SMARA, permits are required for all mining activities commencing operation on or after January 1, 1976. All cities and counties in California must incorporate such

designated mineral resource zones into their general plans. Please refer to the MRZ classifications previously outlined under Section 5.11.1 of this section.

Regional Regulations

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities

The Southern California Association of Governments (SCAG) is responsible for developing, implementing, and funding the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) for the Southern California region, including the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2016 RTP/SCS was adopted in 2016 and had three subsequent amendments. The latest amendment, Amendment No. 3, was adopted on September 6, 2018. This 2016 RTP/SCS prioritizes investment in land use, housing, and transportation solutions to improve mobility, safety, air quality, and financial challenges in the region.

The Project's consistency with the 2016 RTP/SCS is discussed in Section 6 – Consistency with Regional Plans.

Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Local Agency Formation Commission (LAFCO) of Riverside County is a state-mandated local agency that administers California Government Code Sections 56000 et seq., known as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Among the purposes of LAFCO are discouraging urban sprawl and encouraging the orderly formation and development of local government agencies, including cities and special districts, based on local conditions and circumstances (Section 56301). LAFCO regulates, through approval and denial, the boundary changes proposed by other public agencies or individuals. In reviewing proposals for boundary changes, LAFCO is required to consider certain factors such as the conformity between city and county plans, current service levels, and the need for future services to the area, as well as the social, physical, and economic effects that agency boundary changes present to the community. (Government Code Section 56841.) Any annexation to the City must be approved by LAFCO.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in western Riverside County. The MSHCP Plan Area provides a regional vision for balanced growth by complying with federal and state endangered species laws. The MSHCP is discussed in detail in Section 5.4.2.

County of Riverside General Plan – The Pass Area Plan (2014)

The County of Riverside General Plan applies to land in Beaumont's SOI. This land is under the County's jurisdiction and not currently located in City limits; however, it could be annexed at some time in the future. Beaumont's SOI is located within The Pass Area Plan of the County's General Plan.

Local Regulations

Beaumont Municipal Code

The following chapters of the Beaumont Municipal Code address land use and planning.

Title 16 – Subdivisions

Title 16 is the City's subdivision ordinance and is adopted pursuant to the provisions of the Subdivision Map Act of 1975 with current amendments and govern all land divisions within the City. (BMC 16.04.010A and B.) According to Section 16.04.01C, BMC Title 16 was adopted to promote orderly growth and

development of the City; to protect existing and future citizen rights; to develop a harmonious and workable relationship between the citizens of the City, employees of the City and applicants for land division; and to provide a means whereby the process, from submission to approval, is completed in a minimum time frame.

BMC Section 16.04.020 establishes the City Planning Commission is designated as the "advisory agency" charged with the duty of making investigations and reports on the design and improvement of all proposed parcel map land divisions and tentative subdivision maps in the City. This section also authorizes the Planning Commission to conditionally approve or disapprove all tentative parcel maps and tentative subdivision maps and land divisions and submit to the City Council for final approval.

BMC Section 16.04.030 establishes the City's Land Division Committee, which consists of representatives from the following departments and districts: Planning, Engineering, Building and Safety, Public Works, Riverside County Flood Control and Water Conservation District, and the Fire Department. The Land Division committee shall be chaired by the Planning Department representative. All land division maps shall be considered by the Land Division Committee and the committee report its findings and recommendations on subdivision maps and parcel maps to the advisory agency with jurisdiction over the map.

Title 17 – Zoning

Title 17 is known as the City's Zoning Ordinance and consists of the Zoning Ordinance and Zoning Map. (BMC 17.01.010.) The primary purposes of the Zoning Ordinance is to serve the public's health, safety, and general welfare through the promotion of compatible land uses. Additionally, the Zoning Ordinance establishes development standards related to heath and safety, protection and enhancement of the environment, maintenance of property values, and enhancement of the City's appearance. (BMC, 17.01.020.) The Zoning Ordinance establishes standards and procedures for development in each zoning district in addition to setting forth the procedures for amendments to the Zoning Map and Zoning Ordinance. (BMC, Section 17.02.080.)

5.10.3 Beaumont 2040 Plan

The Beaumont 2040 Plan includes an entire chapter on Land Use and Community Design that focuses on setting forth the City's long-term vision, goals, and policies to accommodate change and growth in the City while preserving and enhancing the features that make Beaumont a desirable place to live. The goals, policies, and implementation actions identified in this section are limited to those that will reduce impacts regarding physically dividing an established community (e.g., promote connectivity) and/or reduce or eliminate conflicts with land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect.

Beaumont 2040 Plan, Chapter 3 – Land Use and Design

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

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

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

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

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

Policy 3.1.5 Invest in existing residential neighborhoods adjacent to Downtown.

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

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

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities as well as be well-connected to transit.

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

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

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

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

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

Policy 3.3.3 Continue to maintain and conserve existing residential neighborhoods.

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

Policy 3.3.6 Encourage developers to build supportive commercial uses by the time 75% of the residential uses are constructed.

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

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

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

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

Policy 3.4.3 Encourage development of employment-generating uses in the SR-79 West Subarea.

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

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

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

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

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

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

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

Policy 3.12.2 Develop policies for hillside development in order to protect the natural environment.

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

Implementation LUCD 9 Regulatory Barriers. Review the zoning code, subdivision regulations, development regulations, and fire and building codes to address potential regulatory barriers to mixed use development.

Implementation LUCD 16 Core Service Areas. Prioritize capital spending in neighborhoods that promote active transportation, mixed use support improvements to its core service areas

Implementation LUCD 17 Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed-use development.

Implementation LUCD 25 Hillside Development Ordinance. Adopt and enforce compliance with the Hillside Development Ordinance. Review every 5 years for potential updates.

Beaumont 2040 Plan, Chapter 4 – Mobility

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

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

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

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

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

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

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

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

Policy 4.3.5 Ensure that existing and future roadway improvement balance the needs of all users, including pedestrians and bicyclists.

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

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

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

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

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

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

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

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

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

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M7 Grant Funding. Submit grant funding applications consistent with grant opportunities to SCAG and RCTC for multi-modal infrastructure projects that promote complete streets.

Implementation M10 Traffic Study Methodology. Update the City's traffic study requirements to implement the VMT methodology and impact thresholds adopted by the City.

Implementation M13 ATP Grants. Annually submit applications in coordination with WRCOG to pursue grant funding opportunities to implement the active transportation system, including in the downtown and adjacent to schools that improve bicycle and pedestrian facilities.

Implementation M19 Multi-Use Trail. Engage with appropriate agencies to expedite implementation of a Class I facility along the Edison Transmission Easement Corridor. Annually pursue grant funding opportunities to fund the facility.

Implementation M20 Transit Station Location. Engage RCTC frequently and participate in meetings to ensure that the Pass transit station is in the City of Beaumont.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- provide a reduction in parking standards if comprehensive TDM programs are provided.

- increase the number of electric vehicle charging stations in parking areas,
- be consistent with the Downtown Area Plan.

Implementation M30 Curbside Management. Actively manage curb spaces in activity areas to balance multiple demands (e.g., AVs, TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc.) and ensure a balanced provision to all users.

Beaumont 2040 Plan, Chapter 5 – Economic Development and Fiscal

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

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

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

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

Implementation EDF 27 Coordination with Nearby Cities. Establish regular coordination with neighboring jurisdictions, including the City of Banning, City of Calimesa and Riverside County to explore strategies for efficient infrastructure maintenance and delivery of services and economic development programs.

Beaumont 2040 Plan, Chapter 7 – Community Facilities and Infrastructure

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

Policy 7.2.4 Provide the Beaumont 2040 land use plan to the San Timoteo Subbasin Groundwater Sustainability Agency (GSA) for use in preparation of a Groundwater Sustainability Plan (GSP) for management of the San Timoteo Subbasin that is outside of the adjudicated boundary of the Beaumont Basin.

Policy 7.2.5 Provide the Beaumont 2040 land use plan to the Beaumont Cherry Valley Water District (BCVWD) incorporation into their next UWMP and PWMP.

Implementation CFI 5 Funding. Work with the Riverside County Flood Control and Water Conservation District (RCFC) to identify and pursue funding to support efforts that protect the Santa Ana watershed.

Implementation CFI 9 Area Drainage Plan. Develop an Area Drainage Plan (ADP) with the Riverside County Flood Control and Water Conservation District to accompany the Beaumont Master Drainage Plan.

Implementation CFI 26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero-waste culture, including outreach, marketing, and local grant program to support efforts.

Beaumont 2040 Plan, Chapter 8 – Conservation and Open Space

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

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

5.10.4 Threshold of Significance

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

- (Threshold A) Physically divide an established community; and/or
- (Threshold B) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.5 Environmental Impacts before Mitigation

A variety of regulatory measures, including compliance with and implementation of Federal, State, regional, and local regulations as well as City's applicable Beaumont 2040 Plan goals, policies, and implementation would serve to ensure potential land use and planning impacts are reduced to the point where impacts are less than significant. In addition, all future implementing projects would be subject to further CEQA review focusing on the specifics of the proposed project which cannot be foreseen at this time since no specific development proposals are included as part of the Project.

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

Threshold A: ***Would the project physically divide an established community***.

An established community is commonly physically divided when the development and construction of physical features result as a barrier to easy and frequent travel between two or more parts of a community. Beaumont is traversed by two major freeways, SR-60 and I-10. The existing land use pattern in the City includes residential, mixed-use, commercial, and open space, which is oriented around these major east-west regional transportation corridors. Since much of the City and the shape of its future communities are already determined by previously approved Specific Plans (see **Figure 5.10-2 – Existing Specific Plans** and **Table 5.10-B – Existing Specific Plans**), the Beaumont 2040 Plan identifies 12 smaller subareas that contain residential subdivisions (see **Figure 3-3**), commercial and industrial areas, which can evolve into walkable neighborhoods.

The Beaumont 2040 Plan does not propose, for example, any new significant open space areas, roadway networks or other large-scale infrastructure (canals, freeways, etc.) that could physically divide an established community. In terms of land use, there are no new large-scale changes to land use, especially to open space, that could physically divide an established community. The Beaumont 2040 Plan identifies subarea strategies that define and clarify expected land use for each of the City's subareas. These strategies provide guidance to enhance future development, rather than cause future

disruptions or divisions. Rather than dividing a community, the Beaumont 2040 Plan intends to connect new growth areas together with established City neighborhoods, provide active and comfortable places that encourage social interaction and community gathering, and provide high-quality pedestrian environment for people, fostering interaction, activity, and safety.

Section 5.10.3 of this Draft PEIR identifies applicable Beaumont 2040 Plan Goals, Policies, and Implementation actions that support a cohesive community, promote connectivity, and encourage transit use in order to reduce vehicle miles traveled and greenhouse gas emissions. Policies 3.1.2, 3.1.10, 3.1.11, 3.1.4, 3.1.8, 3.3.7 address the provision of pedestrian oriented development and connection to transit facilities. Policy 3.1.11 addresses development patterns that put most residents within one-half mile walking distance of neighborhood serving commercial uses and Implementation LUCD9 directs the City to address potential regulatory barriers to mixed use development. New development would be connected with established neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design per Policy 3.1.7. The Beaumont 2040 Plan discourages the construction of new gated communities and in those instances when a gated community is allowed, requires pedestrian and bicycle connections to encourage non-vehicular mobility (Policy 3.3.11).

Through compliance with the Goals, Policies, and Implementation identified in Section 5.10.3, land use and development types will be balanced, pedestrian oriented facilities will be reestablished in downtown, mixed-use districts will be establish and preserved, existing districts would be preserved, new development would connect with existing development, gated communities will be discouraged, and vacant lands within the City (infill) would be developed with new development, schools, and parks.

Mobility Goals 4.1, 4.2, 4.3, and 4.4 and Policies 4.1.2, 4.1.3, 4.1.4, 4.1.5, 4.2.2, 4.2.3, 4.2.5, 4.3.4, 4.3.5, 4.4.1, 4.4.2, 4.4.4, and 4.4.5 discuss how the City will provide and integrate land use and transportation infrastructure to support pedestrian, bicycle, and vehicular connections. Implementation actions M3, M4, 47,13, M19, M20, M29. and M30 sets forth the actions to support the vision of the Mobility Element.

Economic Development and Fiscal Goal 5.1 and Policy, 5.1.8 discuss how the City will align City investments with areas of desired growth in the existing commercial and industrial areas, and how the City's infrastructure would support new development.

No aspect of the proposed Project would divide the existing city. In addition, the Beaumont 2040 Plan includes provisions that directly address land use connectivity, mobility access, and encroachment of new development on existing neighborhoods and land uses. The proposed Zoning Code and Zoning Map revisions will implement the goals and policies of the Beaumont 2040 Plan though development standards and identification of zoning districts that provide for mixed-use development. Therefore, through compliance with the provisions of the Beaumont 2040 Plan and the revised Zoning Ordinance and Zoning Map, implementation of the proposed Project would result in **less than significant impacts** with regard to physically dividing an established community. No mitigation is necessary.

Threshold B: ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.***

The Beaumont 2040 Plan changes are intended to clarify existing policies, correct errors and oversights and provide additional guidance where appropriate to further the physical growth and development of City. As such, the Beaumont 2040 Plan will enhance, rather than impede, the land use plans, policies and programs of the Beaumont 2040 Plan, ordinances and other regulatory programs.

The Beaumont 2040 Plan, if approved, would instigate the state requirement to update the City's Zoning Ordinance, Zoning Map, and other regulations to be consistent with the new Beaumont 2040 Plan and/or to address compatibility issues. State law requires zoning to be consistent with General Plan land use designations. The proposed Project includes revisions to the Zoning Ordinance and Zoning Map so that they will be consistent with the Beaumont 2040 Plan. As such inconsistency with City land use plans and regulations would be less than significant.

The changes in the Beaumont 2040 Plan to the Land Use Designations within the City's SOI area, which is under Riverside County's jurisdiction, are the City's vision for the SOI, should all or a portion of that area be annexed to the City in the future. The City is not currently planning SOI annexation. If a property owner in the SOI requests annexation in the future, the Beaumont 2040 Plan will provide guidance for future development. Since the SOI land use is governed and approved by the County of Riverside, the Beaumont 2040l Plan would not conflict the Riverside County General Plan.

The City is located in the northwestern portion of Riverside County (County), and is bounded by the City of Calimesa to the northwest, unincorporated areas of the County to the west, unincorporated County areas (e.g., Cherry Valley) to the north, unincorporated County areas and the City of San Jacinto to the south, and by the City of Banning to the east. The City of Beaumont is committed to working with all surrounding jurisdictions in an effort to deal with cross-border and regional issues. Beaumont 2040 Plan Goal 5.6 and Implementation actions EDF 27, CFI , CFI 9, and CFI 26 address how the City will cooperate and work with other agencies to development and implement regional plans for groundwater, drainage, and solid waste.

The County of Riverside has an Airport Land Use Compatibility Plans (ALUCPs) which is tasked with the compatibility planning for land uses surrounding 16 private, public, and military airports throughout Riverside County. The purpose is to protect the public health, safety, and welfare through compatible development with airports and minimize the public's exposure to noise and safety hazards. This is achieved through the implementation of policies in Compatibility Plans for each of the airports. As noted in Section 5.8 – Hazards and Hazardous Materials of this Draft PEIR, the City is not within an airport land use plan; there are no airports within the City. and the closest airport, Banning Municipal Airport, is located over four miles from the City.

The Project's consistency with other regional plans is discussed in the applicable topical section of the Draft PEIR. Section 5.4 – Biological Resources discusses the Project consistency with the MSHCP, Section 5.7 – Greenhouse Gas Emission discusses the Project's consistency with California's greenhouse gas reduction plans (e.g., AB 32), Section 5.11 – Mineral Resources discusses the City's compliance with SMARA, and Section 6 – Compliance with Regional Plans discusses the Project's consistency with the 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast (RTP/SCS).

For the reasons set forth above, implementation of the proposed Project will not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, impacts are considered **less than significant**.

5.10.6 Proposed Mitigation Measures

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

5.10.7 Level of Significance after Mitigation

No mitigation measures are necessary regarding the Project's impacts to land use. With adherence to and implementation of the above Beaumont 2040 Plan goals, policies, and implementation, and applicable state, and local standards/regulations discussed herein, the Project's potential land use impacts were found to be less than significant.

5.10.8 References

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

BMC City of Beaumont, *Beaumont Municipal Code*. (Available at https://library.municode.com/ca/beaumont/codes/code_of_ordinances, accessed August 31, 2020.)

DOF State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark,* May 2019. (Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed September 10, 2019.)

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