

Appendix D

Title 5 Schools Facilities Evaluation Report

APPENDIX

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Beaumont Unified School District

TK-8 SCHOOL: BROOKSIDE AVENUE AND NORTH HIGHLAND SPRINGS AVENUE

April 2026 | Title 5 School Facilities Evaluation



April 2026 | Title 5 School Facilities Evaluation

TK-8 SCHOOL: BROOKSIDE AVENUE AND NORTH HIGHLAND SPRINGS AVENUE

for Beaumont Unified School District

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Beaumont Unified School District

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1. INTRODUCTION

1.1 INTRODUCTION

This report has been prepared for the Beaumont Unified School District (District), which is proposing the construction and operation of a new public school which would serve students from transitional kindergarten (TK) to eighth grade (proposed project). The District is seeking state funding and will submit plans to the California Division of the State Architect (DSA). The State of California's standards for school site selection are found in Title 5 of the California Code of Regulations (CCR) Section 14010, and additional codes and regulations applicable to school facilities that are found in the Education, Government and Public Resources Codes. This study provides an assessment and supporting documentation of State school facility standards applicable to State-funded new school site approvals (SFPD 4.07).

In addition to the standards addressed herein, there are other health and safety requirements that are generally under the purview of the Department of Toxic Substances Control (DTSC). Also, the California Environmental Quality Act (CEQA) requires lead agencies to address the environmental impacts of a project on the environment. These are separate and distinct from the issues addressed in this study, which deal with a site's ability to provide a safe and healthy environment for school use. Documentation of the project's environmental impacts under CEQA are provided under separate cover.

1.2 PROJECT LOCATION

The Project Site is located at the southwest corner of the intersection of Brookside Avenue and N. Highland Springs Avenue in the southeastern end of Cherry Valley (Assessor Parcel Numbers [APN] 408-080-009 through -012). The approximately 37.46-acre Project Site is bordered by Brookside Avenue to the north, N. Highland Springs Avenue to the east, vacant land and residential land uses to the west, and residential land uses to the south.

Figure 1, *Regional Location*, and Figure 2, *Aerial Photograph*, show the proposed school site in its regional and local contexts. As shown in Figure 2, the Project Site is within Cherry Valley, a census-designated place in unincorporated Riverside County but lies within the boundary of the City of Beaumont's sphere of influence. Local access to the site is provided by Brookside Avenue to the north and N. Highland Springs Avenue to the east. Regional access to the Project Site is from Interstate 10 (I-10), approximately 2.3 miles south via N. Highland Springs Avenue.

1. INTRODUCTION

1.3 PROJECT DESCRIPTION

The proposed project would include construction and operation of a new TK-8 public school on the Project Site. The District intends to submit project plans to the Division of the State Architect (DSA). Once completed, the new school campus would have an enrollment capacity of up to 1,200 students, 124 school staff and teachers, and multiple school buildings and facilities. As shown in Figure 3, *Conceptual Campus Site Plan*, the proposed project would consist of six buildings (Buildings A through F), which would house the administrative, instructional, extracurricular, physical education, and support services. The school campus amenities would include a gymnasium, multipurpose room, library, a baseball field and two soccer fields with natural turf; a dirt track around the soccer fields; two hard courts for basketball and other recreational activities; two playgrounds with play structures (playgrounds would be provided for kindergarten and elementary and middle school students); various courtyards and a quad; lunch areas; janitorial and storage rooms; and a service yard. Vehicle, pedestrian and bicycle access to the Project Site would be provided along Brookside Avenue and N. Highland Springs Avenue.

It should be noted that there is a natural drainage feature of approximately 1.5 acres along the western edge of the Project Site boundary (see Figure 2). The natural drainage feature will remain in its existing condition and will not be disturbed or impacted with implementation of the Proposed Project. As shown in Figure 3, a 50-foot buffer from the edge of the drainage feature will be provided with future development of the site.

Pedestrian and bicycle access to the Project Site would be provided via Brookside Avenue on the north and N. Highland Springs Avenue on the east. Pedestrian access and circulation along the site frontages would be via new public sidewalks along the northern and eastern site boundaries. Also, part of the roadway improvements proposed along Brookside Avenue and N. Highland Springs Avenue would include curb and gutter improvements.

1.4 CONCLUSIONS/RECOMMENDATIONS

Based on a review of information sources contained in this report, the following environmental health and safety hazards were identified but determined to have no significant impact:

- There are several large volume (≥ 12 -inch diameter) water pipelines within 1,500 feet of the Project Site. A pipeline flooding analysis was conducted for the identified pipelines, and the results are provided in Appendix B. Based on the results of the water pipeline evaluation, the full flow rupture of any of the pipelines would not result in water depths at the Project Site that would pose a significant risk to students and staff.
- Based on the former agricultural uses on the Project Site, a Preliminary Endangerment Assessment (PEA) is currently being prepared. Implementation of the PEA workplan will be

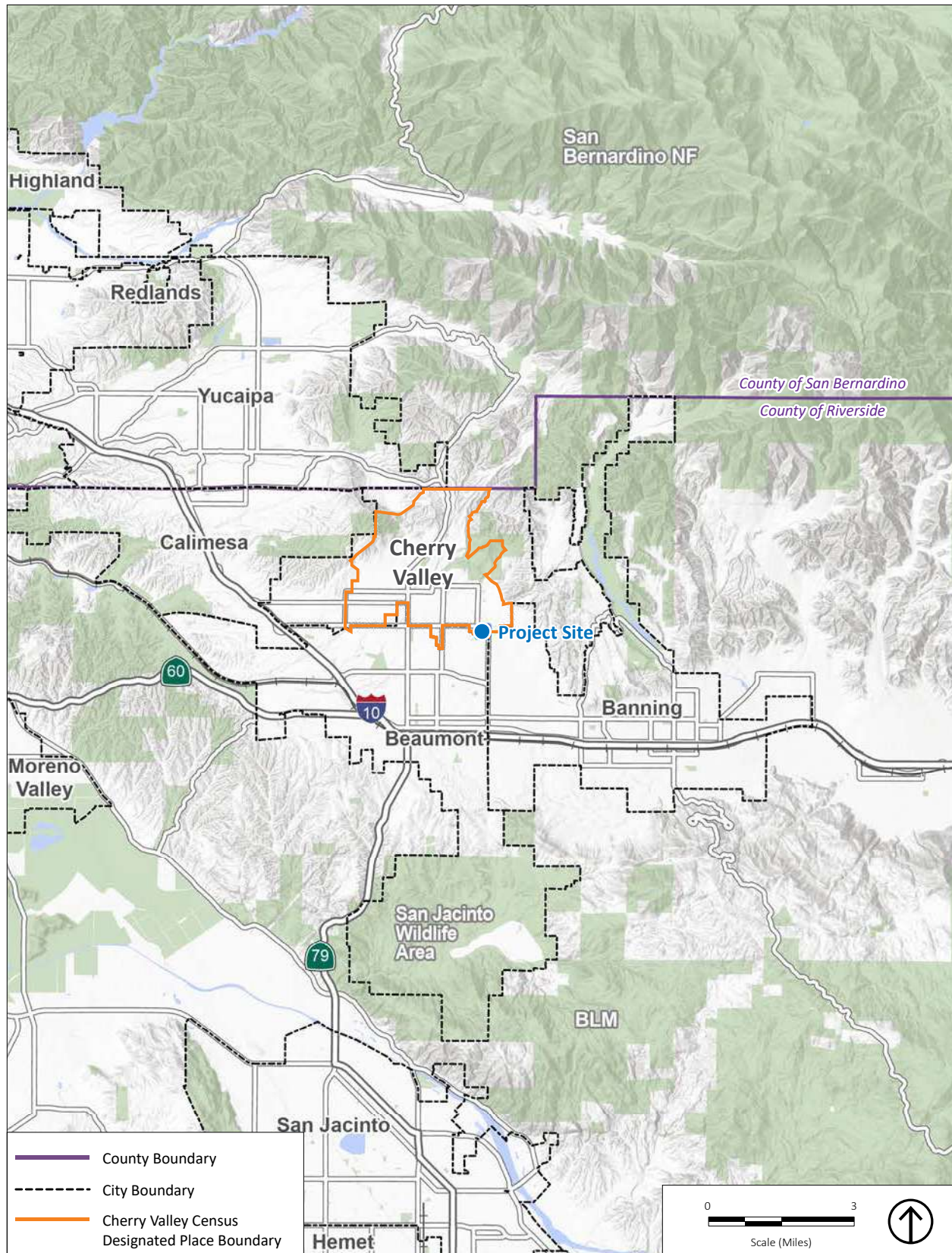
1. INTRODUCTION

conducted under DTSC oversight to determine if there is residual soil contamination from previous agricultural activities. If the results of the PEA investigation indicate that concentrations of chemicals in soil exceed residential cleanup levels, then a soil removal action will be conducted in consultation with DTSC. Removal of any impacted soil above residential cleanup standards would eliminate any potential health risk and there would be no future impacts to students or staff that occupy the Project Site.

1. INTRODUCTION

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TITLE 5 SCHOOL FACILITIES EVALUATION
TK-8 SCHOOL: BROOKSIDE AVENUE AND NORTH HIGHLAND SPRINGS AVENUE
BEAUMONT UNIFIED SCHOOL DISTRICT



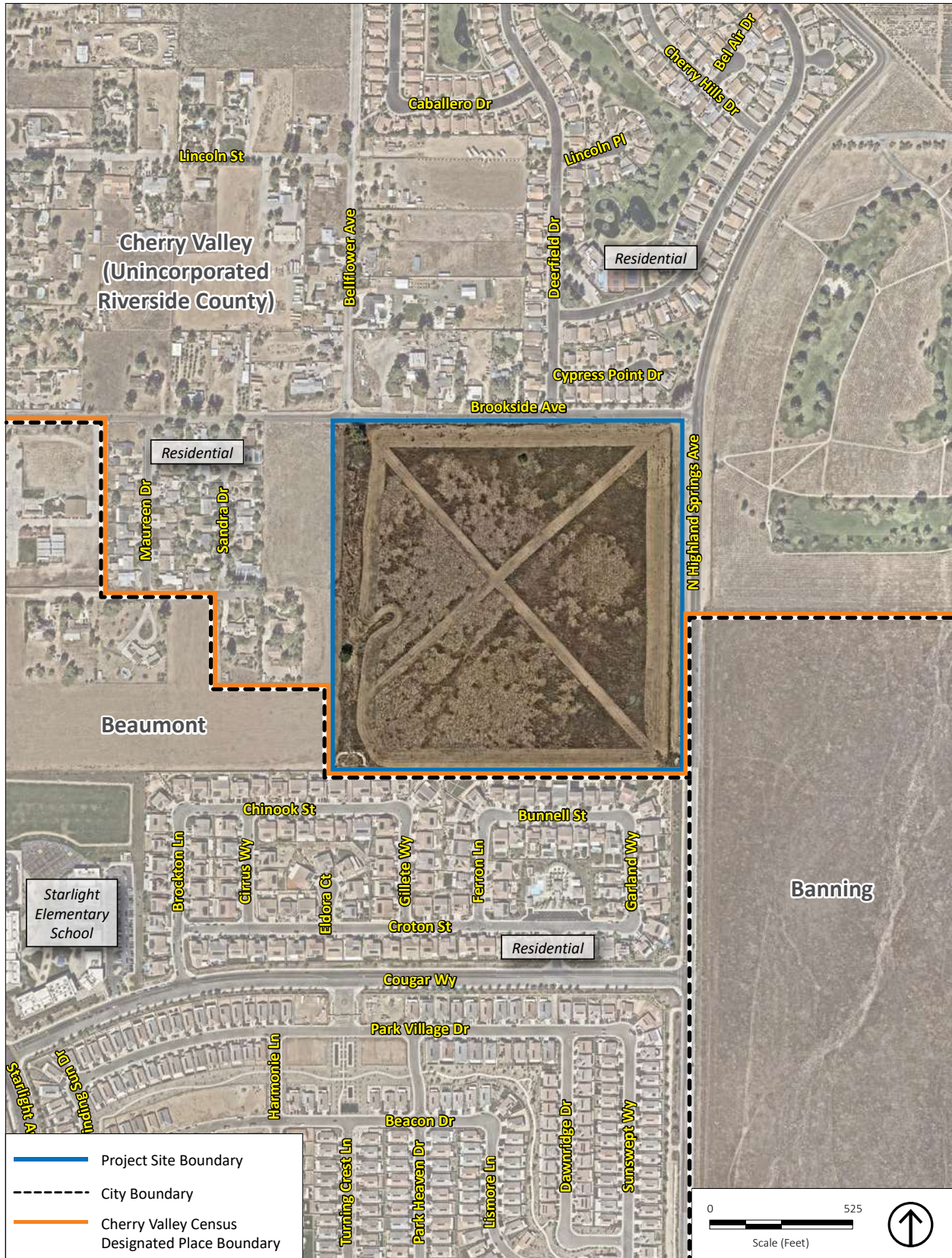
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Figure 1
Regional Location

1. INTRODUCTION

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TITLE 5 SCHOOL FACILITIES EVALUATION
TK-8 SCHOOL: BROOKSIDE AVENUE AND NORTH HIGHLAND SPRINGS AVENUE
BEAUMONT UNIFIED SCHOOL DISTRICT

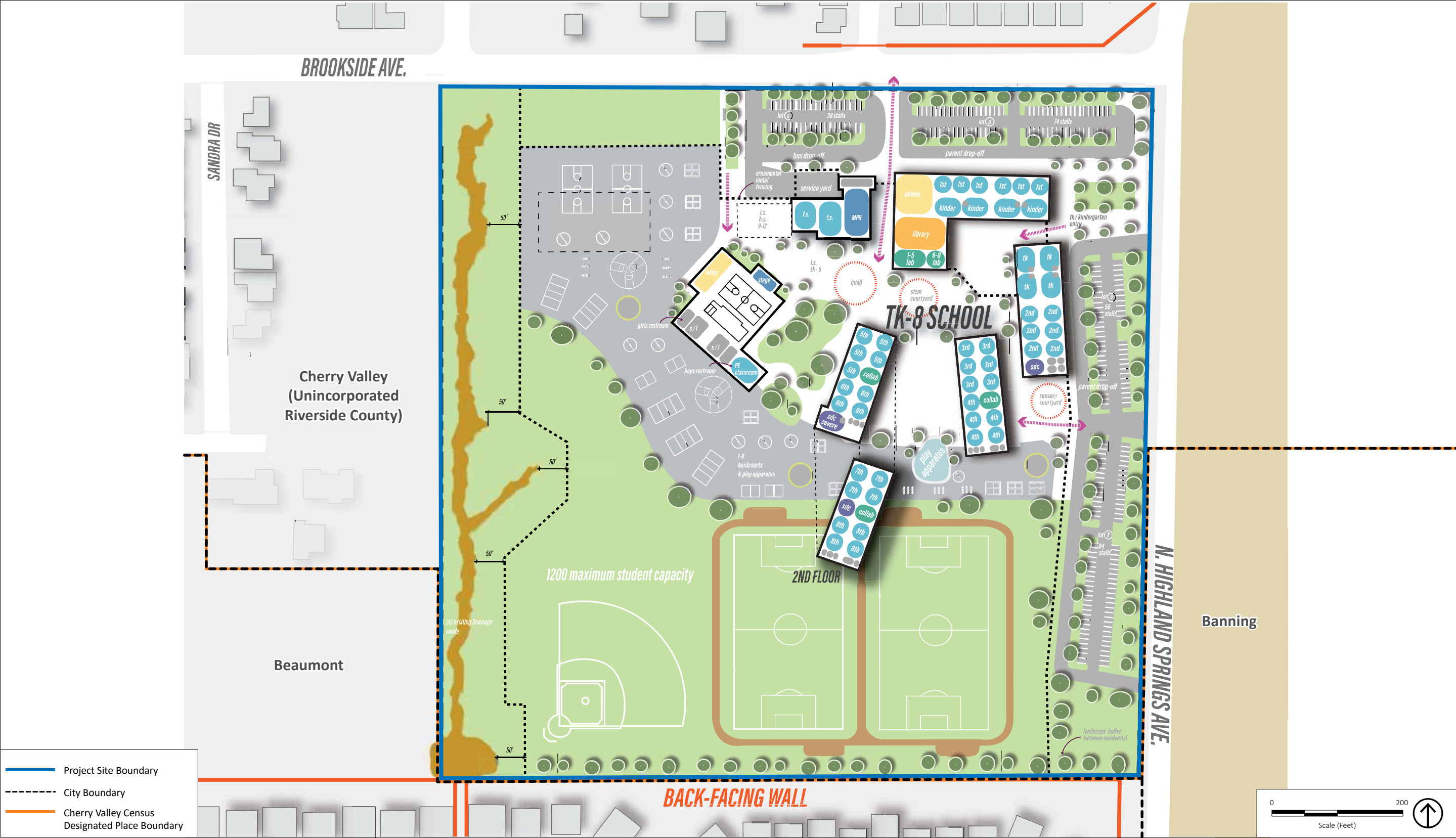


Source: Nearmap 2025.

Figure 2
Aerial Photograph

1. INTRODUCTION

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Source: Ruhnau Clarke 2025.

Figure 3
Conceptual Campus Site Plan

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2. ENVIRONMENTAL CHECKLIST

2.1 STATE STANDARDS FOR SCHOOL FACILITIES

The State of California's standards for school site selection are found in Title 5 of the California Code of Regulations (CCR) Section 14010 and additional codes and regulations applicable to school facilities are found in the Education, Government and Public Resources Codes. The following checklist provides a list of questions and code citations related to State-funded new school facilities.

STATE STANDARDS CHECKLIST FOR STATE-FUNDED SCHOOL FACILITIES— SCHOOL SITE APPROVAL (Documentation for SFPD 4.0, 4.01-4.03, School Site Approval)	
Topic	Code References
Air Quality	
Is the boundary of the proposed school site within 500 feet of the edge of the closest traffic lane of a freeway or busy traffic corridor? If yes, would the project create an air quality health risk due to the placement of the school?	Ed. Code §17213(c)(2)(C); CCR Title 5 §14010(q)
Would the project create an air quality hazard due to the placement of a school within one-quarter mile of: (a) permitted and non-permitted facilities identified by the jurisdictional air quality control board or air pollution control district; (b) freeways and other busy traffic corridors; (c) large agricultural operations; and/or (d) a rail yard, which might reasonably be anticipated to emit hazardous air emissions, or handle hazardous or acutely hazardous material, substances, or waste?	Ed. Code § 17213(b); CCR Title 5 §14010(q)
Geology and Soils	
Does the site contain an active earthquake fault or fault trace, or is the site located within the boundaries of any special studies zone or within an area designated as geologically hazardous in the safety element of the local general plan?	Ed. Code, §17212 and §17212.5; CCR Title 5 §14010(f)
Would the project involve the construction, reconstruction, or relocation of any school building on the trace of a geological fault along which surface rupture can reasonably be expected to occur within the life of the school building?	Ed. Code §17212.5

2. ENVIRONMENTAL CHECKLIST

STATE STANDARDS CHECKLIST FOR STATE-FUNDED SCHOOL FACILITIES— SCHOOL SITE APPROVAL (Documentation for SFPD 4.0, 4.01-4.03, School Site Approval)	
Topic	Code References
Would the project involve the construction, reconstruction, or relocation of any school building on a site subject to moderate-to-high liquefaction, landslides, or expansive soils?	CCR, Title 5 §14010(i) School Site Selection and Approval Guide, Appendix H
Are naturally occurring asbestos minerals located at the site?	School Site Selection and Approval Guide, Appendix H
Hazards and Hazardous Materials	
Does the proposed school site contain one or more pipelines, situated underground or aboveground, which carry hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line that is used only to supply natural gas to that school or neighborhood?	Ed. Code §17213(a)(3)
Is the proposed school site located near an aboveground water or fuel storage tank or within 1,500 feet of an easement of an aboveground or underground pipeline that can pose a safety hazard to the site?	CCR, Title 5 § 14010 (h)
Is the school site in an area designated in a city, county, or city and county general plan for agricultural use and zoned for agricultural production, and if so, do neighboring agricultural uses have the potential to result in any public health and safety issues that may affect the pupils and employees at the school site? <i>(Does not apply to school sites approved by CDE prior to January 1, 1997.)</i>	Ed. Code § 17215.5
Is the property line of the proposed school site less than the following distances from the edge of respective power line easements: (1) 100 feet of a 50–133 kV line; (2) 150 feet of a 220–230 kV line; or (3) 350 feet of a 500–550 kV line?	CCR, Title 5 § 14010 (c)
Does the project site contain a current or former hazardous waste disposal site or solid waste disposal site and, if so, have the wastes been removed?	Ed. Code § 17213(a)(1)
Is the project site a hazardous substance release site identified by the state Department of Health Services in a current list adopted pursuant to §25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	PRC § 21151.8 (a)(1)(B); Ed. Code § 17213(a)(2)
If prepared, has the risk assessment been performed with a focus on children’s health posed by a hazardous materials release or threatened release, or the presence of naturally occurring hazardous materials on the schoolsite?	Ed. Code § 17210.1(a)(3)
If a response action is necessary and proposed as part of this project, has it been developed to be protective of children’s health, with an ample margin of safety?	Ed. Code § 17210.1(a)(4)

2. ENVIRONMENTAL CHECKLIST

STATE STANDARDS CHECKLIST FOR STATE-FUNDED SCHOOL FACILITIES— SCHOOL SITE APPROVAL (Documentation for SFPD 4.0, 4.01-4.03, School Site Approval)	
Topic	Code References
Is the proposed school site situated within 2,000 feet of a significant disposal of hazardous waste?	CCR, Title 5 § 14010 (t)
Is the site within 300 feet of an active oil or natural gas well?	Fire Code § 3406.3.1
Hydrology and Flooding	
Is the project site subject to flooding or tank/dam inundation or street flooding?	Ed. Code § 17212 and 17212.5; CCR, Title 5 § 14010 (g) School Site Selection and Approval Guide, Appendix H
Land Use and Planning	
Would the proposed school conflict with any existing or proposed land uses, such that a potential health or safety risk to students would be created?	Ed. Code § 17213; Gov't. Code § 65402; CCR, Title 5 § 14010 (m)
Are there easements on or adjacent to the site that would restrict access or building placement?	CCR, Title 5 § 14010(r)
Is the school site proportionate in its length to width ratio to accommodate the building layout, parking and playfields that can be safely supervised and does not exceed the allowed passing time to classes for the district?	CCR, Title 5 § 14010(j)
Is the site located within the proposed attendance area to encourage student walking and avoid extensive bussing unless bussing for ethnic diversity?	CCR, Title 5 § 14010(n)
Has the district considered environmental factors of light, wind, noise, aesthetics, and air pollution in its site selection process?	CCR, Title 5 § 14010(q)
Is the site within a designated Farmland Security Zone?	Government Code § 51296.5
Noise	
Is the proposed school site located adjacent to or near a major arterial roadway or freeway whose noise generation may adversely affect the educational program?	CCR, Title 5 § 14010 (e)
Public Services	
Does the site promote joint use of parks, libraries, museums, and other public services?	CCR, Title 5, § 14010 (o)
Is the site conveniently located for public services, including but not limited to fire protection, police protection, public transit and trash disposal wherever feasible?	CCR, Title 5, § 14010 (p)

2. ENVIRONMENTAL CHECKLIST

STATE STANDARDS CHECKLIST FOR STATE-FUNDED SCHOOL FACILITIES— SCHOOL SITE APPROVAL (Documentation for SFPD 4.0, 4.01-4.03, School Site Approval)	
Topic	Code References
Transportation/Traffic	
Are traffic and pedestrian hazards mitigated per Caltrans' Traffic Control for School Areas?	CCR, Title 5 § 14010 (l)
Is the site easily accessible from arterials and is the minimum peripheral visibility maintained for driveways per Caltrans' Highway Design Manual?	CCR, Title 5 § 14010 (k)
Is the proposed school site within 1,500 feet of a railroad track easement?	CCR, Title 5 § 14010 (d)
Is the proposed school site within two nautical miles, measured by air line, of that point on an airport runway or potential runway included in an airport master plan that is nearest to the site? <i>(Does not apply to school sites acquired prior to January 1, 1966.)</i>	Ed. Code § 17215 (a)&(b)
<u>School building</u> "means and includes any building used, or designed to be used, for elementary or secondary school purposes and constructed, reconstructed, altered, or added to..." (Ed. Code § 17283). Note: Any documentation related to the California Environmental Quality Act is provided under separate cover. This checklist is also applicable to property additions to existing school sites.	

3. ENVIRONMENTAL ANALYSIS

Section 2.1 provided a checklist of the State of California's health and safety standards for school sites. This section provides documentation and an evaluation of applicable standards, and mitigation measures where appropriate.

3.1 AIR QUALITY

Is the boundary of the proposed school site within 500 feet of the edge of the closest traffic lane of a freeway or busy traffic corridor? If yes, would the project create an air quality health risk due to the placement of the school?

No Significant Hazard. Public Resources Code Section 21151.8(b)(9) and Education Code Section 17213(d)(9) define a “freeway or other busy traffic corridors” as roadways that on an average day have traffic in excess of 50,000 vehicles in a rural area, 100,000 vehicles in an urban area, or 100,000 average daily trips (ADT). Based on the traffic study prepared for the proposed project, the ADTs for Brookside Avenue west of Bellflower Avenue, N. Highland Springs Avenue from Brookside Ave to Cougar Way, and N. Highland Springs Avenue from Cougar Way to Discovery Way are 6,227, 7,847, and 10,649, respectively (DJ&A 2026). These numbers are well below the criterion of 50,000 ADT for rural areas or 100,000 ADT for urban areas. In addition, the nearest freeway (I-10) is approximately 2.14 miles from the southern project boundary. This distance is well above the 500 feet criterion for the closest traffic lane of a freeway or busy traffic corridor. Therefore, there is no potential for air quality health risks related to busy traffic corridors in the vicinity of the site.

Would the project create an air quality hazard due to the placement of a school within one-quarter mile of: (a) permitted and non-permitted facilities identified by the jurisdictional air quality control board or air pollution control district; (b) freeways and other busy traffic corridors; (c) large agricultural operations; and/or (d) a rail yard, which might reasonably be anticipated to emit hazardous air emissions, or handle hazardous or acutely hazardous material, substances, or waste?

No Significant Hazard. As stated above, there is no significant hazard from traffic corridor emissions to students and staff of the Project Site. The South Coast Air Quality Management District (South Coast AQMD) was contacted and no facilities with active or pending permits were identified within a quarter-mile radius of the Project Site that may emit hazardous air emissions (South Coast AQMD 2026). The proposed project would be implemented fully within the boundaries of the Project Site boundaries. Additionally, there are no non-permitted facilities, agricultural operations, or rail yards within a quarter-mile of the site that could pose a

3. ENVIRONMENTAL ANALYSIS

potential air emission hazard. Therefore, hazardous air emissions generated from potential emission sources within a quarter-mile radius are not anticipated to have a significant impact on the Project Site.

3.2 GEOLOGY AND SOILS

The Project Site is situated in the San Jacinto Mountains portion of the Peninsular Ranges Geomorphic Province. This geomorphic province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California (Norris and Webb 1990). This is a geologically complex area due to movement along the San Andreas Fault, the Banning Fault, and the San Geronio Fault. The Project Site is within the Beaumont Groundwater Basin (BCVWD 2021). According to the Web Soil survey provided by the Natural Resources Conservation Service, the Project Site is entirely of Hanford coarse sandy loam (USDA 2025). Groundwater levels beneath the site have not been measured but are expected to be greater than 45 feet below ground surface, based on site investigations posted on GeoTracker near the site (SWRCB 2026).

Does the site contain an active earthquake fault or fault trace, or is the site located within the boundaries of any special studies zone or within an area designated as geologically hazardous in the safety element of the local general plan?

No Significant Hazard. According to Alquist-Priolo Earthquake Fault Zone map, the Project Site is not underlain by an active fault and the site is not within or immediately adjacent (i.e., within a few hundred feet) to an Alquist-Priolo Earthquake Fault Zone (DOC 2026a; DOC 2026b). However, there is a short section of the Banning Fault, which is active and part of the San Andreas Fault Zone, approximately 0.6 miles northeast of the proposed school site. This is within an Alquist-Priolo Fault Zone and is located just east of Highland Springs Country Club and north of Highland Springs Avenue.

Would the project involve the construction, reconstruction, or relocation of any school building on the trace of a geological fault along which surface rupture can reasonably be expected to occur within the life of the school building?

No Significant Hazard. As stated in Section 3.2.1, no active faults are in the immediate vicinity of the site and the site is not within or immediately adjacent (i.e., within a few hundred feet) to an Alquist-Priolo Earthquake Fault Zone (DOC 2026a; DOC 2026b).

Would the project involve the construction, reconstruction, or relocation of any school building on a site subject to moderate-to-high liquefaction, landslides, or expansive soils?

No Significant Hazard.

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Liquefaction

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction. As identified by the Riverside County Mapping Portal (Liquefaction), the Project Site is within a low liquefaction susceptibility zone (Riverside County 2026). In addition, the Department of Conservation map does not show the Project Site to be in a liquefaction zone (DOC 2026a). Also, all structures would be built to adhere to the latest California Building Code (CBC), which provides minimum standards to protect property and public welfare by regulating design and construction to reduce the effects of adverse soil conditions. Therefore, impacts associated with liquefaction would not be significant.

Landslides

The topography at the Project Site is relatively flat with no steep slopes in the immediate vicinity of the site. The current Department of Conservation Landslide Inventory (Beta) Map does not show the Project Site to be within a potential landslide susceptibility zone (DOC 2026e). In addition, the Department of Conservation Earthquake Hazards Zone Application does not show the Project Site to be in a landslide area (DOC 2026a).

All structures at the proposed school site would be built to grading and construction specifications provided in the geotechnical report as well as adherence to the 2025 California Building Code (CBC), which provides minimum standards to protect property and public welfare by regulating design and construction to reduce the effects of adverse soil conditions. Based on the relatively flat terrain at the Project Site and in the surrounding area, impacts associated with landslides would not result in a significant impact.

Expansive Soils

Expansive soils swell when they become wet and shrink when they dry out, resulting in the potential for cracked building foundations and in some cases, structural damage to the buildings. According to the Web Soil survey provided by the Natural Resources Conservation Service, the underlying soil is comprised entirely of Hanford coarse sandy loam (USDA 2026). Soil Plasticity Index (PI) identifies the soil's ability to change shape, and the International Building Code (IBC) states a PI of 15 or greater (IBC Section 1803.5.3) is considered an expansive soil. The entire site is comprised of Hanford coarse sandy loam with a PI of 8.0 (USDA 2026). Therefore, these soils underlying the Project Site are not classified as expansive.

In addition, all structures would be built to adhere to the 2025 CBC, which provides minimum standards to protect property and public welfare by regulating design and construction to reduce the effects of adverse soil conditions. Also, the DSA would review the project plans and

3. ENVIRONMENTAL ANALYSIS

ensure that all potential building issues have been adequately addressed. Therefore, impacts associated with expansive soils would not be significant.

Are naturally occurring asbestos minerals located at the site?

No Significant Hazard. Asbestos is a naturally occurring silicate mineral of the amphibole group that has historically been utilized for a variety of purposes including insulation, fireproofing materials, automotive brakes, and wallboard materials. Asbestos is characterized as a carcinogen. Naturally occurring asbestos (NOA) is associated with ultramafic and serpentine rocks.

Based on a review of maps provided in the reference *A General Location Guide for Ultramafic Rocks in California: Areas More Likely to Contain Naturally Occurring Asbestos*, as well as the geologic map of the Beaumont Quadrangle, no known area of NOA, which is typically present in serpentine or ultramafic rocks, is located within 10 miles of the Project Site. (CGS 2000; USGS 2003). In addition, the National Hazard Disclosure report identified no NOA in the area (myNHD 2025). Therefore, there is no potential for NOA to be present on the Project Site and no potential for airborne exposure from the weathering and deposition of NOA-containing rock.

3.3 HAZARDS AND HAZARDOUS MATERIALS

Does the proposed school site contain one or more pipelines, situated underground or aboveground, which carry hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line that is used only to supply natural gas to that school or neighborhood?

No Significant Hazard. The National Pipeline Mapping System database did not identify any high-pressure natural gas or hazardous liquid pipelines within 1,500 feet of the site; the closest high-pressure natural gas transmission pipeline is approximately 1.1 miles south of the Project Site (NPMS 2025). Additionally, the Southern California Gas Company (SoCalGas) confirmed there are no high-pressure natural gas pipelines within 1,500 feet of the Project Site (SoCalGas 2025). Therefore, students and staff at the Project Site would not be subject to any hazards from high-pressure natural gas pipelines or hazardous liquid pipelines.

Is the proposed school site located near an aboveground water or fuel storage tank or within 1,500 feet of an easement of an aboveground or underground pipeline that can pose a safety hazard to the site?

Aboveground Water or Fuel Storage Tanks

No Significant Hazard. No aboveground water or fuel storage tanks were identified within a 1,500-foot radius, based on a review of Google Earth Pro (2025). Therefore, there is no existing hazard to the site related to aboveground water or fuel tanks.

3. ENVIRONMENTAL ANALYSIS

Hazardous Substance Pipelines

No Significant Hazard. As stated above, no known hazardous chemical or high-pressure gas pipelines were identified within 1,500 feet of the site (SoCalGas 2025).

Water Pipelines

No Significant Hazard. The Beaumont Cherry Valley Water District (BCVWD) was contacted to determine if any large volume water pipelines (defined by CDE as 12-inches in diameter or greater) are located within 1,500 feet of the site. The BCVWD identified seven large diameter (12-inch and 16-inch) water pipelines within 1,500 feet of the site: a 16-inch water main beneath Brookside Avenue, that connects to a 12-inch main west of the site; a 16-inch water main beneath Highland Springs Avenue; a 16-inch potable water main and a 12-inch reclaimed water pipeline beneath Cougar Way; a 12-inch water main beneath Deerfield Drive; and a 12-inch water main beneath Bel Air Drive (BCVWD 2026).

A pipeline flooding analysis was conducted for the identified pipelines, and the results are provided in Appendix B. For the analysis, it was assumed that street improvements to Brookside Avenue and Highland Springs Avenue would be completed prior to school occupancy. The street improvements would include street widening and 6-inch curbing along the south side of Brookside Avenue and the west side of Highland Springs Avenue. Based on the results of the water pipeline evaluation, the full flow rupture of any of the pipelines would not result in water depths at the proposed school site that would pose a significant risk to students and staff.

Is the school site in an area designated in a city, county, or city and county general plan for agricultural use and zoned for agricultural production, and if so, do neighboring agricultural uses have the potential to result in any public health and safety issues that may affect the pupils and employees at the school site? (Does not apply to school sites approved by CDE prior to January 1, 1997.)

No Significant Hazard. The Project Site is in a transitional area from previous agricultural use to residential development (see Figure 2). The proposed school site is surrounded by residential development and Highland Springs Country Club to the north; vacant land, residential development, and a church to the west; a golf course and vacant land to the east; and residential subdivision to the south.

Based on the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the Project Site is designated as Farmland of Local Importance (DOC 2026d). However, according to the Riverside County General Plan, the Project Site is in The Pass Area Plan with a land use designation of Very Low Density Residential (VLDR) within the Cherry Valley Gateway Policy Area (Riverside County 2021). There currently are no agricultural activities at the Project Site or in the surrounding area. Therefore, the Project Site is consistent with the Riverside County General Plan land use. Because the land is not zoned, planned, or utilized for

3. ENVIRONMENTAL ANALYSIS

agricultural purposes, and is instead designated for future residential and community-serving development, the conversion of this parcel to a school would not conflict with designated agricultural land uses or agricultural production. There are no neighboring agricultural land uses in the surrounding area and there is no reported pesticide application on this parcel or the adjacent parcels within one quarter mile of the proposed school site for the latest year of record (CalPIP 2026).

However, due to the former agricultural uses on the Project Site, there is the potential for organochlorinated pesticides (OCPs) and arsenic/lead to be present in shallow soil at the site. A Preliminary Endangerment Assessment (PEA) is currently being prepared under DTSC oversight to address whether contaminated soils are present at the site. If the results of the PEA indicate concentrations of chemicals in soil exceed residential cleanup levels, then corrective action will be conducted in consultation with DTSC. Completion of these activities will ensure that the Project Site does not contain any residual chemicals in soil that would adversely affect students and staff at the proposed school site.

Is the property line of the proposed school site less than the following distances from the edge of respective power line easements: (1) 100 feet of a 50–133 kV line; (2) 150 feet of a 220–230 kV line; or (3) 350 feet of a 500–550 kV line?

No Significant Hazard. According to the Distribution Resource Planning Portal, electrical lines are located along Brookside and Highland Springs Avenue (SCE 2026). Southern California Edison (SCE) confirmed there is one overhead 12 kV circuit along the south side of Brookside Avenue, and one underground 12 kV circuit along the west side of Highland Springs Avenue. However, these are not considered to be high-voltage transmission lines (>50 kV) and therefore are not regulated by CDE. No high-voltage transmission lines are located within 100 to 350 feet of the property boundaries of the proposed school site (SCE 2025). And therefore, high-voltage powerlines would not impact the Project Site.

Does the project site contain a current or former hazardous waste disposal site or solid waste disposal site and, if so, have the wastes been removed?

No Significant Hazard. Based on a review of the EnviroStor and GeoTracker databases, the Project Site is not located on a current or former hazardous waste disposal site or solid waste disposal site (DTSC 2026a; SWRCB 2026).

Is the project site a hazardous substance release site identified by the state Department of Health Services in a current list adopted pursuant to §25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?

No Significant Hazard. Based on a review of the Cortese list provided by DTSC and CalEPA, the Project Site is not identified as a hazardous substance release site (DTSC 2026b; CalEPA 2026). Therefore, there is no significant hazard to the Project Site.

3. ENVIRONMENTAL ANALYSIS

If prepared, has the risk assessment been performed with a focus on children’s health posed by a hazardous materials release or threatened release, or the presence of naturally occurring hazardous materials on the school site?

No Significant Hazard. The Project Site is not listed as a hazardous substance release site and a review of the DTSC’s EnviroStor and SWRCB’s GeoTracker databases did not identify the site as requiring corrective action or cleanup activities (DTSC 2026a; SWRCB 2026). However, due to previous agricultural activities on the property, a PEA is currently being prepared under DTSC oversight to address whether contaminated soils are present on the site. If the results of the PEA indicate concentrations of chemicals in soil exceed residential cleanup levels, then corrective action will be conducted in consultation with DTSC. Completion of these activities will ensure that the Project Site does not contain any residual chemicals in soil that would adversely affect students and staff at the proposed school site.

If a response action is necessary and proposed as part of this project, has it been developed to be protective of children’s health, with an ample margin of safety?

No Significant Hazard. As previously stated, a PEA is being prepared for the Project Site, based on the previous use of the site for agriculture. This will be conducted under the jurisdiction of DTSC to identify if soil concentrations at the site exceed residential cleanup standards. If so, corrective action (i.e., soil excavation) will be conducted to remove any impacted soil that could adversely impact students and staff at the proposed school site. This will be protective of children’s health with an ample margin of safety because residential cleanup standards assume 24 hour exposure, 7 days a week for 26 years, whereas students will be present at the proposed school site for no more than 8 hours/day and 180 days per year.

Is the proposed school site situated within 2,000 feet of a significant disposal of hazardous waste?

No Significant Hazard. Based on a review of the GeoTracker and EnviroStor databases, the Project Site is not within 2,000 feet of a significant disposal of hazardous waste (DTSC 2026a; SWRCB 2026).

Is the site within 300 feet of an active oil or natural gas well?

No Significant Hazard. According to the myNHD report, there are no oil wells or natural gas well locations within a 0.25-mile of the proposed school site (myNHD 2025). Therefore, there are no hazards to the Project Site related to an oil or gas well.

3. ENVIRONMENTAL ANALYSIS

3.4 HYDROLOGY AND FLOODING

The Project Site is vacant with land cover consisting of low-lying vegetation and grasses. The site is situated at approximate elevations of 2,800 to 2,870 feet above mean sea level (msl) and slopes gently from northeast to southwest. Most of the surface water run-off and stormwater that flows through the site is currently infiltrated into pervious surfaces or is diverted into a drainage ditch along the western portion of the site that flows into a small detention pond and outlets to a 36-inch standpipe that connects to the underground storm drain system.

Is the project site subject to flooding or tank/dam inundation or street flooding?

No Significant Hazard. According to Federal Emergency Management Agency (FEMA) flood map, the school site is not a 100-year flood zone or in a special flood hazard areas (myNHD 2025). In addition, the site is not within a mapped dam inundation area (myNHD 2025). Therefore, there would be no significant hazards associated with dam failure or being located within a floodplain at the proposed school site.

3.5 LAND USE AND PLANNING

Would the proposed school conflict with any existing or proposed land uses, such that a potential health or safety risk to students would be created?

No Significant Hazard. The Project Site is vacant and undeveloped land in an area characterized by residential land uses to the north, west and south and open space to the east. According to the Riverside County General Plan, the Project Site is in The Pass Area Plan, with a land use designation of VLDR within the Cherry Valley Gateway Policy Area (Riverside County 2021). There currently is no active agricultural use at the site or in the surrounding area. Therefore, the Project Site is consistent with Riverside County General Plan land uses, and there is no conflict with existing or proposed land uses.

Are there easements on or adjacent to the site that would restrict access or building placement?

No Significant Hazard. Based on the Alta survey map prepared for the District, there is a 20- to 30-foot easement for widening of Brookside Avenue along the northern boundary of the property and a 60-foot wide easement associated with Highland Springs Avenue along the eastern boundary of the property (Psomas 2025). According to the conceptual site plan, no buildings will be constructed within the easements and the easements will not restrict access to the site. Therefore, easements would not be significant hazard to the project.

3. ENVIRONMENTAL ANALYSIS

Has the district considered environmental factors of light, wind, noise, aesthetics, and air pollution in its site selection process?

Light and Wind

No Significant Hazard. Based on a review of a local weather data for the area of Beaumont, the prevailing wind directions are from the northeast and northwest with an average wind speed of 6.2 miles per hour (Western Regional Climate Center 2026). The project would develop a new school in an area surrounded by residential development, and the proposed project would have no impact on wind conditions.

Lighting of the proposed school site would consist of exterior building-mounted light fixtures; interior lighting for the new buildings; lighting for pedestrian walkways and common gathering areas; ground-mounted decorative lighting for landscape and architectural features; lighting for the parking areas and drive aisles; and security lighting. No nighttime nor field lighting are proposed for the play fields and hard courts. Therefore, issues related to light spillover or glare are not applicable, and the project would not result in adverse light or wind conditions.

Noise

PlaceWorks technical staff prepared a community noise assessment in November 2025 (PlaceWorks 2026). The dominant noise in the environment is due to traffic along Brookside Avenue and N. Highland Springs Avenue. In addition, typical residential activities, dogs barking, birds, and wind noise also contribute to the existing ambient noise environment. With project trip additions as a result of the proposed project, noise levels along all analyzed roadway segments would increase by up to 1 dBA. The additional project trips would be below the +1.5 dBA significance threshold for traffic noise increases as compared to existing conditions. Additionally, parking lot noise, playfield noise, and stationary equipment noise (i.e., rooftop heating, ventilation, and cooling equipment) would not exceed Riverside County exterior daytime or nighttime hourly noise standards of 65 dBA and 45 dBA Leq, respectively (PlaceWorks 2026).

Construction noise levels, including additional traffic to the school during the construction period were determined to be less than significant at the nearest sensitive receptors (PlaceWorks 2026). Therefore, noise would not be a significant impact during construction or implementation of the project.

Aesthetics

No Significant Hazard. Project development would not degrade the existing visual character of the site. The Project Site is in an area with various land uses which include residential, institutional, and open space. The building of the proposed project would be consistent with

3. ENVIRONMENTAL ANALYSIS

the surrounding land uses. The character and quality of the proposed project would not be incompatible with the nearby structures.

Air Pollution

No Significant Hazard. As stated in Section 3.1, there is no significant hazard to school occupants from emissions from nearby busy traffic corridors nor from permitted or non-permitted emission sources within a quarter-mile of the Project Site.

Is the site within a designated Farmland Security Zone?

No Significant Hazard. The Project Site is not within a Williamson Act security zone and is not 100 acres or more in size (DOC 2026c). Although a review of the California Important Farmland Finder maintained by the Division of Land Resource Protection shows the site and adjacent parcels to the west and east as important farmland (DOC 2026d; myNHD 2025), the surrounding area is designated as urban and developed land. The area is transitioning from historic agricultural properties to residential and commercial/institutional land uses. As previously stated per The Pass Area Plan, the current land use designation of the Project Site is very low density residential and lies within the Cherry Valley Gateway Policy Area (Riverside County 2021). Therefore, there are no significant issues related to land use designations for the proposed school site.

3.6 NOISE

Is the proposed school site located adjacent to or near a major arterial roadway or freeway whose noise generation may adversely affect the educational program?

No Significant Hazard. As stated in Section 3.1, there are no busy traffic corridors or freeways near the Project Site. Therefore, noise levels from nearby freeways and major arterial roadways are not anticipated to affect the Project Site.

3.7 PUBLIC SERVICES

Does the site promote joint use of parks, libraries, museums, and other public services?

No Significant Hazard. The proposed project is a new elementary school which would serve the local community. The school would serve the existing student-age population in the vicinity of the Project Site and within the District's boundaries. The project includes a library that is accessible to enrolled students and educators. In addition, pursuant to the Civic Center Act, school facilities would be available for authorized community use.

3. ENVIRONMENTAL ANALYSIS

Is the site conveniently located for public services, including but not limited to fire protection, police protection, public transit and trash disposal wherever feasible?

No Significant Hazard. The Project Site will be served by existing public utilities and services and will have regularly scheduled trash collection by Waste Management. Fire Services would be provided by CAL FIRE/ Riverside County Fire Department, with Fire Station 22 being approximately 1.8 miles northwest of the site. The Riverside County Sheriff's Department provides police services to the unincorporated community of Cherry Valley. The Riverside County Sheriff's nearest station is 9.9 miles southeast. The City of Beaumont Transit System provides transit access via Routes 3 and 4 with a stop at the Brookside Avenue and Cherry Avenue intersection (Beaumont 2026). In addition, the District provides bus service and transportation to the schools within the District.

3.8 TRANSPORTATION/TRAFFIC

Are traffic and pedestrian hazards mitigated per Caltrans' Traffic Control for School Areas?

No Significant Hazard. A transportation study was conducted for this project (DJ&A 2026). The traffic study evaluated the project's impact on transit, roadway, bicycle, and pedestrian facilities and the proposed safety and operational characteristics of the proposed access/circulation features.

The proposed project would increase traffic volumes along Brookside Avenue and N. Highland Springs Avenue in the vicinity of the Project Site. No significant impacts were identified at the intersection of Brookside Avenue and Bellflower Avenue or Brookside Avenue and N. Highland Springs Avenue under existing conditions and opening year conditions with the increase in traffic from the proposed school site. However, the intersection of N. Highland Springs Avenue at Cougar Way would be operating at an unacceptable level of service (LOS) under both existing and opening year conditions. Highland Springs Avenue is currently a two-lane roadway in the project area but there are plans to expand to a four-lane roadway in the future. As a four-lane roadway, the intersection of N. Highland Springs Avenue and Cougar Way would operate at an acceptable LOS. This improvement is planned by the City of Beaumont in conjunction with future residential development (DJ&A 2026).

To mitigate the unacceptable LOS at the intersection of N. Highland Springs Avenue and Cougar Way during the interim, the City of Beaumont plans to restripe and reconfigure the north-bound and south-bound approaches on Highland Springs Avenue to provide one through lane and one shared lane for left- or right-hand turns. This will also include an all-way stop-controlled intersection. With these improvements, the intersection will operate at an acceptable LOS until the Highland Springs Avenue roadway is widened to four lanes.

3. ENVIRONMENTAL ANALYSIS

The transportation study also identified the project would have adequate sight distance and not present any geometric design hazards, and no impacts regarding vehicular site access would occur. To ensure adequate emergency and fire access, the project would be designed in compliance with applicable City of Beaumont standards, DSA, and CALFIRE/Riverside County Fire Department requirements.

Existing pedestrian and bicycle facilities are currently limited, but new sidewalks are proposed adjacent to the school along Brookside Avenue and Highland Springs Avenue. The transportation study provides recommendations for crosswalks at the Brookside/Bellflower intersection and the Brookside/Highland Springs intersection, as well as school crossing guards at these locations. These pedestrian improvements have been incorporated into the Initial Study/Mitigated Negative Declaration. The proposed school site would not conflict with any adopted plans, policies, or programs relative to these transportation modes with incorporation of recommendations.

The access and circulation features of the project are subject to the District's design requirements and also must be approved by the Riverside County Fire Marshal and DSA. The design guidelines in the Caltrans' Manual on Uniform Traffic Control Devices, Part 7, Traffic Control for School Areas, will be incorporated into the project's traffic and transportation design (Caltrans 2025).

Is the site easily accessible from arterials and is the minimum peripheral visibility maintained for driveways per Caltrans' Highway Design Manual?

No Significant Hazard. The proposed project includes multiple driveways, serving three distinct parking lots and pick-up/drop-off areas (see Figure 3). The future development will require the construction of new streets, sidewalks, and bike access to accommodate ingress and egress to the Project Site and surrounding area. Once completed, the site will be easily accessible from arterials and minimum peripheral visibility for driveways will be maintained as per the Caltrans Highway Design Manual (Caltrans 2024).

Is the proposed school site within 1,500 feet of a railroad track easement?

No Significant Hazard. The Project Site is not within 1,500 feet of a railroad track easement. Therefore, there is no significant hazard to the project.

Is the proposed school site within two nautical miles, measured by air line, of that point on an airport runway or potential runway included in an airport master plan that is nearest to the site? (Does not apply to school sites acquired prior to January 1, 1966.)

No Significant Hazard. Based on a review of Google Earth aerial maps, the site is not within two nautical miles of an existing airport or proposed airport runway. The nearest airport is the

3. ENVIRONMENTAL ANALYSIS

Banning Municipal Airport located approximately 5.8 nautical miles northwest of the Project Site.

3.9 EXEMPTIONS TO SITING STANDARDS

Is the district seeking any exemptions to the standards found in CCR, Title 5, § 14010(c-i), (l), (m), (q), (c), (t)?

No Significant Hazard. The District will not be seeking any exemptions to the standards found in CCR Title 5 Section 14010.

If so, has mitigation been identified that demonstrates that the standard may be overridden without compromising a safe and supportive school environment?

No Significant Hazard. The proposed project would comply with all CCR Title 5 standards.

3. ENVIRONMENTAL ANALYSIS

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4. REFERENCES

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5. PREPARERS

5.1 LEAD AGENCY

Ana Gonzalez, Director of Facilities
Beaumont Unified School District
350 West Brookside Avenue
Beaumont, California 92223
951.797.5373

5.2 PLACEWORKS

PlaceWorks
3 MacArthur Place, Suite 1100
Santa Ana, CA 92707
Tel: 714.966.9220
Email: info@placeworks.com

Steve Bush, PE
Senior Engineer

Angel Castro
Project Planner

5. PREPARERS

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APPENDIX A

Agency Information



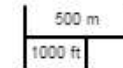
APPENDIX

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NATIONAL PIPELINE MAPPING SYSTEM

Legend

- Gas Transmission Pipelines
- Hazardous Liquid Pipelines



Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gas gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms@dot.gov.

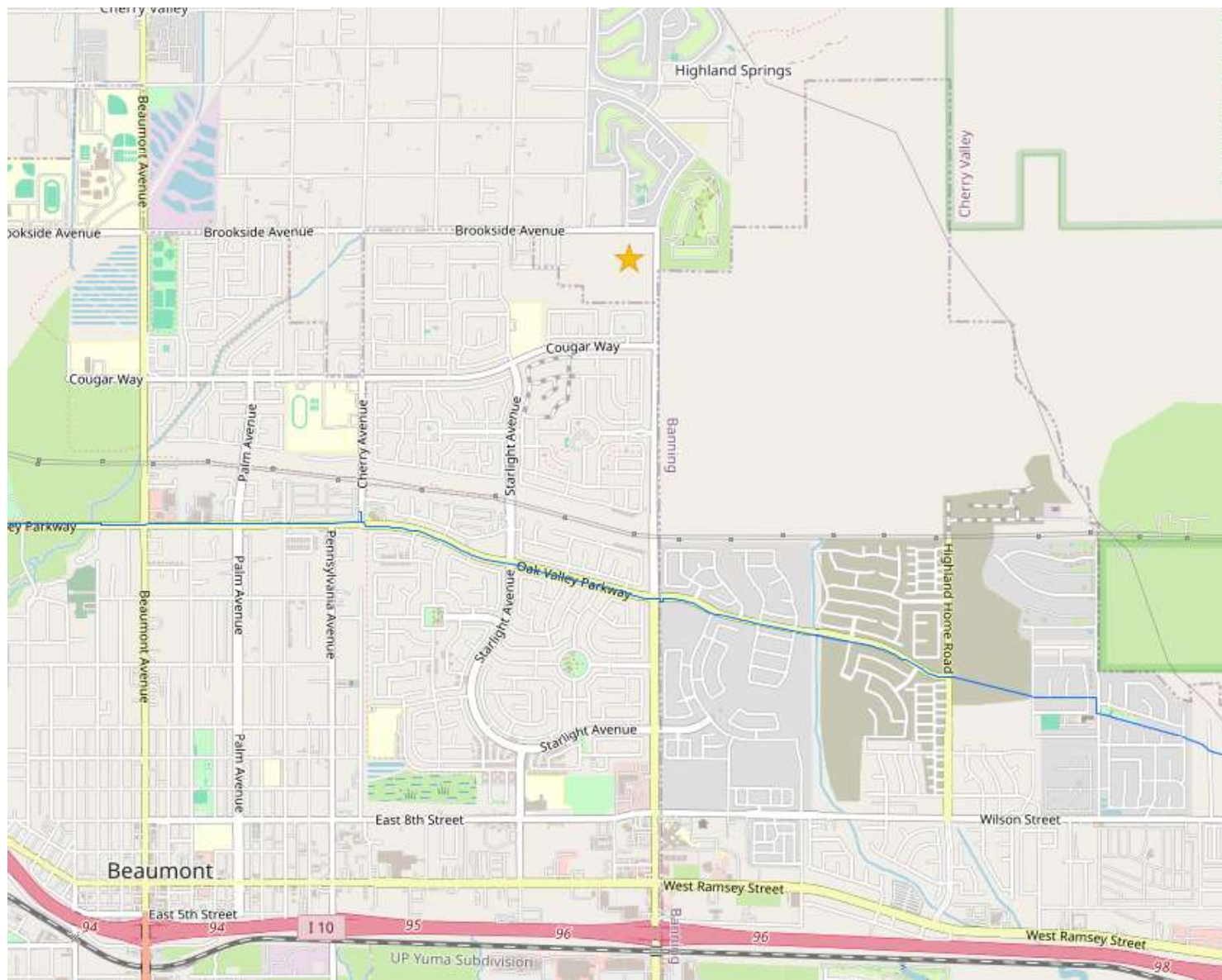
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Datum: WGS84

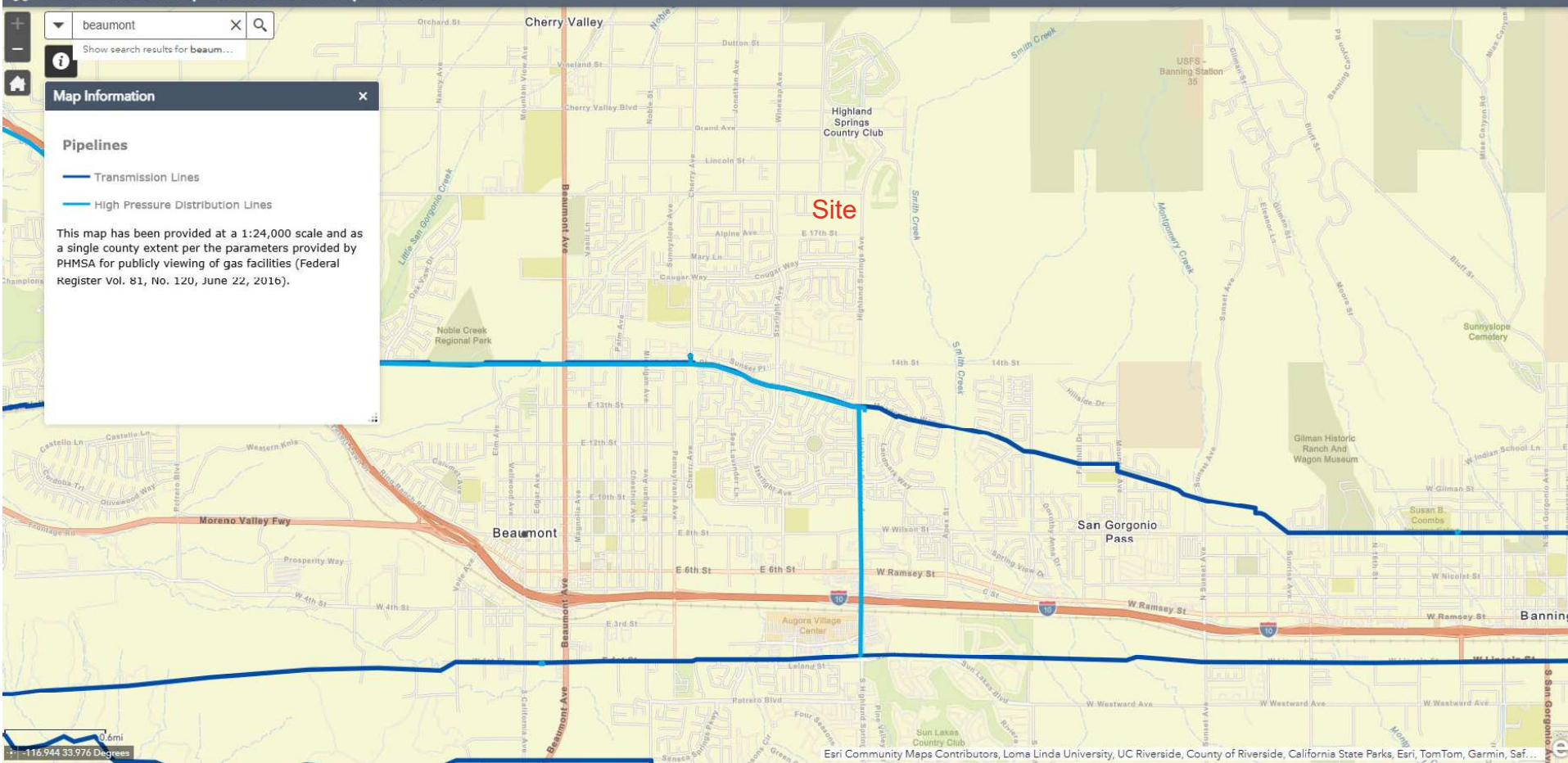
Map produced by the Public Viewer application at www.npms.phmsa.dot.gov

Basemap image © OpenStreetMap contributors

Date Printed: Aug 01, 2025



Gas Transmission Pipeline Interactive Map - Riverside





Transmission Technical
Services Department

9400 Oakdale Ave
Chatsworth, CA 91311
SC9314

November 5, 2025

ANGEL CASTRO
Placeworks
acastro@placeworks.com

Subject: TK-8 School for Beaumont Unified School District Project, Riverside County, CA

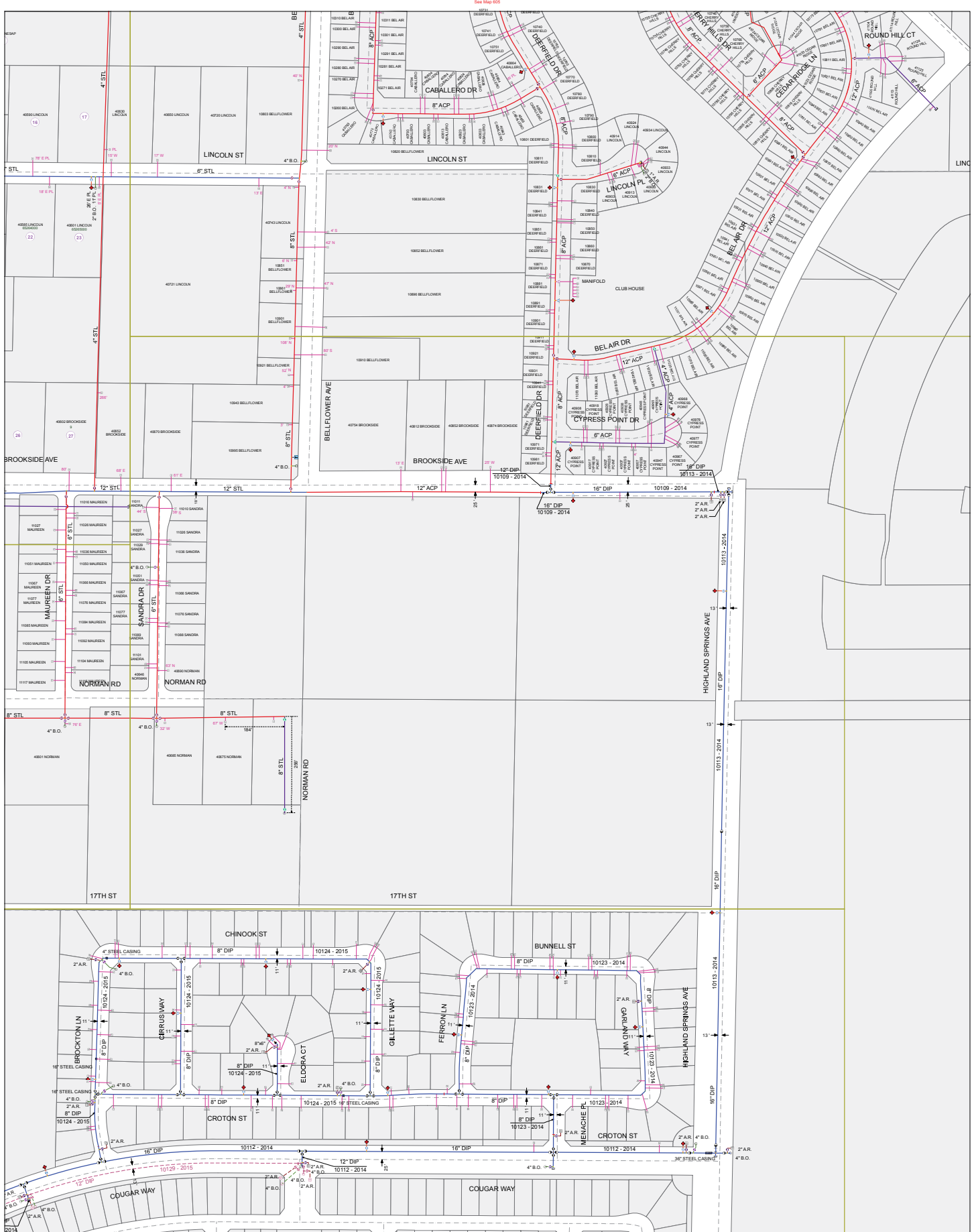
DCF: 2080-25NC

The Transmission Department of SoCalGas does not operate any facilities within your proposed improvement. However, the Distribution Department of SoCalGas may maintain and operate facilities within your project scope.

To assure no conflict with the Distribution's pipeline system, please e-mail them at:

SCGSERegionRedlandsUtilityRequest@semprautilities.com

Best Regards,
Nerses Papazyan
SoCalGas Transmission Technical Services
SoCalGasTransmissionUtilityRequest@semprautilities.com





BEAUMONT-CHERRY VALLEY WATER DISTRICT



Scale: 1" = 100'

NOT FOR CONSTRUCTION USE

March 2015

Legend:

Other Points Air Vac Blowoff Coupling Cross End Cap Fire Detector Check Fire Hydrant	Intersection Plates Irrigation Pipe Change PRV Reducer Reservoir Residential Riser Sample Station Tapping Tee	Tee Vertical Elbow Well Air Vac Valve Ball Valve Bypass Valve Butterfly Valve Fire Hydrant Valve Fire Service Valve Gate Valve	Non-Potable Water Non-Potable Water Service Line Air Vac Lateral Blowoff Lateral Fire Lateral Hydrant Lateral Riser Lateral Sample Station Lateral Service Lateral	Casing Concrete Encasement Steel Casing Landbase Parcel Centerline
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585

SECTION MAP



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

January 21, 2026

Angel Castro
Placeworks
3 MacArthur, Pl #1100
Santa Ana, CA 92707
ACastro@placeworks.com

SUBJECT: AB3205 – Request to Identify Facilities within a 0.25 Mile Radius
of a Proposed School

Dear Castro:

Thank you for your request to the South Coast Air Quality Management District (AQMD) to identify facilities with the potential to emit hazardous or acutely hazardous air pollutants located within one-quarter (1/4) mile radius of Beaumont Unified School District at the southwest corner of Brookside Ave and Highland Springs Ave, Beaumont, CA, 92223.

In response to your request, South Coast AQMD staff conducted a database search and a field inspection survey of the area surrounding the school site. In accordance with the provisions of Public Resource Code 21151.8(a)(2), enclosed is a map identifying facilities with South Coast AQMD permits or pending applications located within a 1/4-mile radius of the school site. Based on our database search and field evaluation, no facilities with active or pending permits were identified within that radius.

Please be advised that this information is specific only to those facilities that have either Permits to Operate and/or pending applications with the South Coast AQMD and those that were readily recognizable during our field survey activities. There may be other operating facilities located within the 1/4-mile radius of the school site that emit hazardous or acutely hazardous air pollutants that were not identified through this process.

If you have any questions regarding the enclosed information, please contact me at BFarahani@aqmd.gov or (909) 396-2353.

Sincerely,

A handwritten signature in blue ink that reads "BFarahani".

Bahareh Farahani
Program Supervisor
Best Available Control Technology (BACT) |
Modeling | Public Notice

Encl.: Site Map

Cc: David Ono, South Coast AQMD, DOno@aqmd.gov
Brian Chau, South Coast AQMD, BChau@aqmd.gov
Application File
Central Permit File



SOUTHERN CALIFORNIA
EDISON

An EDISON INTERNATIONALSM Company

Phil Hung, P.E.
EMF Program Manager
Fullerton Service Center
1851 W Valencia Dr
Fullerton CA 92833
Phone: (626) 633-3415
E-mail: phil.hung@sce.com

SCE Voltage Identification Report of Proposed or Existing School Site

Request Received: **10/15/2025** Received By: **Phil Hung**

Requesting Entity: ___ School ___ District **X** Consultant ___ School Representative:

Angel Castro
acastro@placeworks.com
Placeworks
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
(714) 966-9220 ext. 2346

Nature of Request: Voltage ID **X** Msmt. Req. _____ Information _____

Other: _____

Site Name: **Brookside/Highland Springs**
Site Address: **SW Corner of Brookside Avenue and Highland Springs Avenue**
City: **Cherry Valley, CA 92223**
County: **Riverside**
Cross Streets: **Highland Springs Avenue**

Client: **Beaumont Unified School District**
 350 Brookside Avenue
 Beaumont, CA 92223

Photo(s):

Aerial View



Street View(s)

Looking East on Brookside Avenue



Looking West on Highland Springs Avenue



Date of Site Visit: **10/29/2025 (Google Maps)**
Support Action(s) Taken: **SCE system database lookup**

SCE Facilities Identified Within California Code of Regulations (CCR) Title 5 Prescribed Distances:

- **There are no SCE facilities of 50 kV or higher within the CDE Title 5 setback distances or within the 350 feet radius.**
- **There is one overhead 12 kV circuit along the south side of Brookside Avenue**
- **There is one underground 12 kV circuit along the west side of Highland Springs Avenue**

Date(s) responded to Requestor:
10/15/2025: Acknowledged, (E-mail)
10/29/2025: Supplied Information (E-mail)

APPENDIX B

Waterline Evaluation



APPENDIX

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APPENDIX B WATER PIPELINE ANALYSIS

For identified water pipelines located beneath a street with curbing, a pipeline flooding analysis was conducted to determine the depth and location of water flow within the street in the event of a pipeline leak or rupture. The results are provided herein. For this worst-case analysis, it was conservatively assumed that all the water flowing through the pipeline at its maximum capacity would reach the surface. In addition, no credit was taken for the presence of storm drains along these streets.

Release impacts were calculated based on the procedures specified in the CDE manual (CDE 2007). The release rate was determined by multiplying the pipe area by an assumed velocity of 5 feet per second (fps). Then the release rate was compared to the carrying capacity of the street, accounting for longitudinal slope, to determine if the water would be contained within the confines of the street curbing (Jeffers & Associates 2006). The results are provided in Table B-1.

Table B-1 Water Pipeline Flooding Analysis – Street Flow

Pipeline Diameter	Pipeline Location	Release Rate (cfs)	Street Width (ft)	Depth of Flow in Street (in)	Exceeds Street Carrying Capacity?
16-inch	Brookside Avenue	6.98	34	3.7	No
12-inch	Brookside Avenue	3.93	34	3.5	No
16-inch	Highland Springs Avenue	6.98	40	3.2	No
16-inch	Cougar Way	6.98	60	3.7	No
12-inch	Cougar Way (recycled water)	3.93	60	3.0	No
12-inch	Deerfield Drive	3.93	40	2.4	No
12-inch	Bel Air Drive	3.93	36	2.7	No

Assuming 6-inch curb for collector streets.

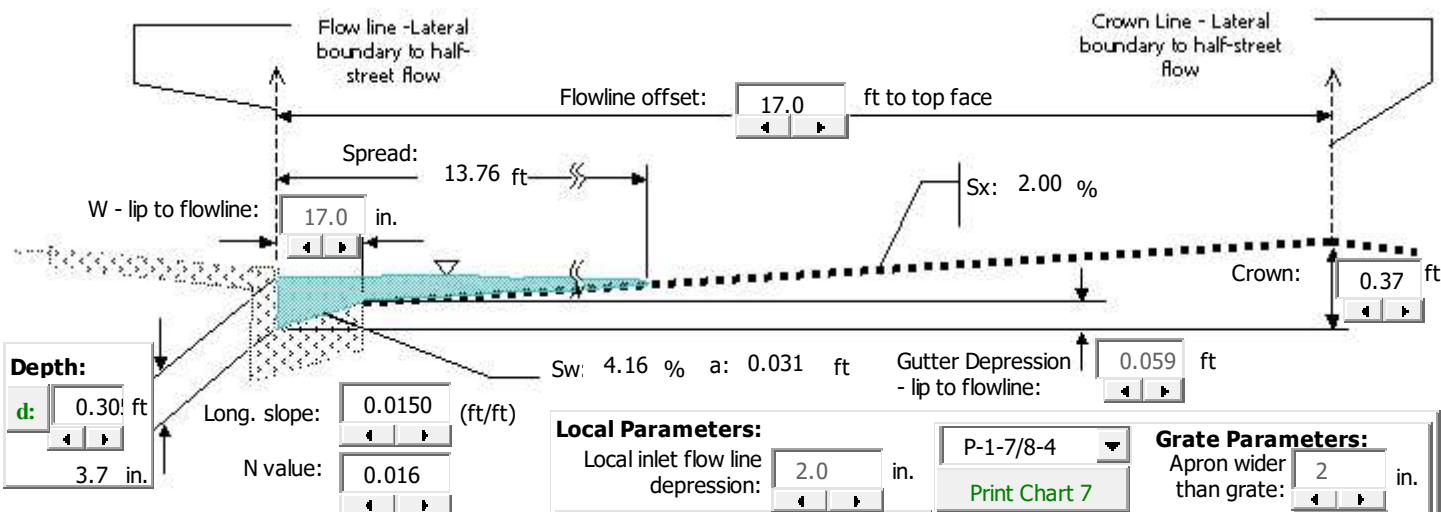
Assuming a standard 6-inch curb for collector streets, the water released from a full-flow rupture of any of the 16-inch and 12-inch water mains would be entirely contained within the confines of the curbing and would not result in flooding at the school site.

References:

CDE (California Department of Education). 2007, February. Guidance Protocol for School Site Pipeline Risk Analysis, Prepared by URS Corporation.

Jeffers & Associates. 2006. Modified Manning's Equation Solver. Version 3.0.

Parameters | Composite Triangular Sections | Head - Discharge Table | Assumptions | Inlet Geometry | Disclaimer

**Local Parameters:**

Local inlet flow line depression: 2.0 in.

Curb Opening Parameters:

C-O Apron wider than gutter: 0 in.

S'w 13.9 % Se: 5.76 %

Length of curb opening inlet: 12.0 ft

Lt: 25.50 ft

80 % Clear Efficiency 57.3 %

Curb opening flowby: 2.98 cfs

P-1-7/8-4

Print Chart 7

Grate Parameters:

Apron wider than grate: 2 in.

Length: 48 in.

Width: 22 in.

% Factor 50

% Factor 50

Splash-over Vel: 7.41 ft/s

Vel over grate: 4.60 ft/s

Rs: 5.78 %

Rf: 100.00 %

Side flow captured: 0.11 cfs

Frontal captured: 1.10 cfs

Total combined CB flowby: 1.77 cfs

Street Parameters:

Q: 6.98 cfs

K: 57.0

Vel: 3.65 ft/s

Eo: 27.0 %

W/T: 0.1030

Standard Manning's:

Q: 5.74 cfs

K: 46.9

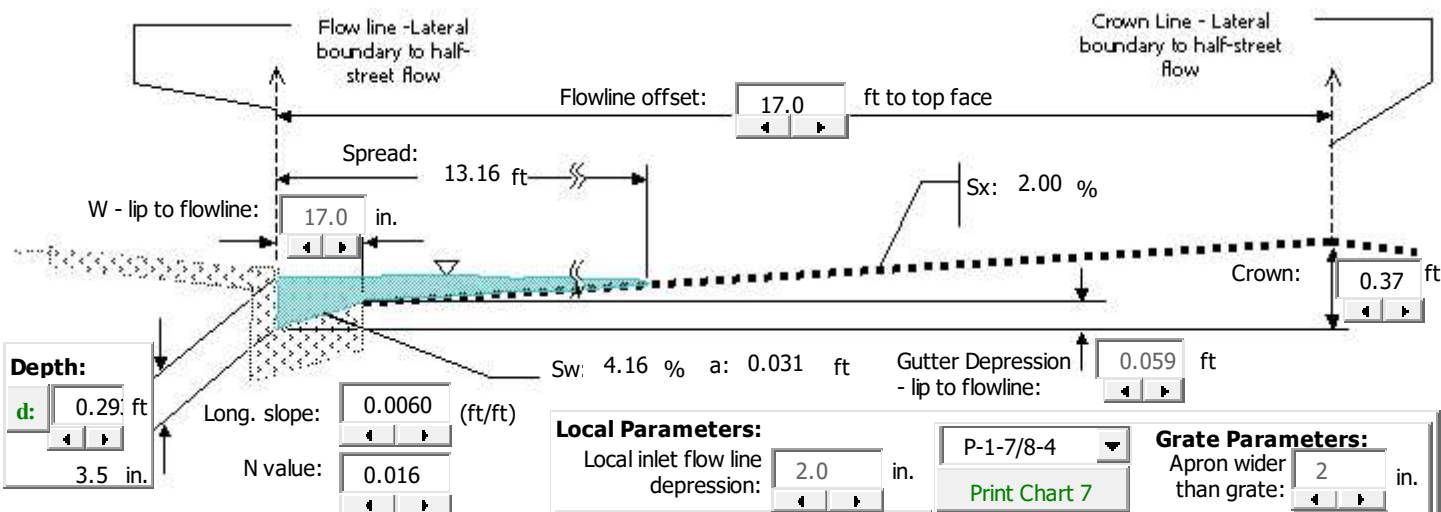
Vel: 3.01 ft/s

Rh: 0.14 ft

Area: 1.91 sf

Street Flow - Brookside Avenue
16-Inch Water Main

Parameters | Composite Triangular Sections | Head - Discharge Table | Assumptions | Inlet Geometry | Disclaimer



Street Parameters:

Q: 3.93 cfs

K: 50.7

Vel: 2.25 ft/s

Eo: 28.2 %

W/T: 0.1077

Standard Manning's:

Q: 3.23 cfs

K: 41.7

Vel: 1.85 ft/s

Rh: 0.13 ft

Area: 1.75 sf

Street Flow - Brookside Avenue
12-Inch Water Main

Parameters	Composite Triangular Sections	Head - Discharge Table	Assumptions	Inlet Geometry	Disclaimer
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Flow line - Lateral boundary to half-street flow

Flowline offset: 20.0 ft to top face

Crown Line - Lateral boundary to half-street flow

Spread: 11.89 ft

Sx: 2.00 %

W - lip to flowline: 17.0 in.

Crown: 0.43 ft

Depth: d: 0.26 ft

3.2 in.

Long. slope: 0.0320 (ft/ft)

N value: 0.016

Sw: 4.16 % a: 0.031 ft

Gutter Depression - lip to flowline: 0.059 ft

Street Parameters: Q: 6.98 cfs K: 39.0 Vel: 4.87 ft/s Eo: 31.1 % W/T: 0.1191	Standard Manning's: Q: 5.73 cfs K: 32.0 Vel: 3.99 ft/s Rh: 0.12 ft Area: 1.43 sf	Local Parameters: Local inlet flow line depression: 2.0 in. Curb Opening Parameters: C-O Apron wider than gutter: 0 in. S'w 13.9 % Se: 6.32 % Length of curb opening inlet: 12.0 ft Lt: 30.27 ft 80 % Clear Efficiency Curb opening flowby: 3.51 cfs
Grate Parameters: P-1-7/8-4 Apron wider than grate: 2 in. Length: 48 in. Width: 22 in. % Factor 50 % Factor 50 Splash-over Vel: 7.41 ft/s Vel over grate: 6.39 ft/s Rs: 3.13 % Rf: 100.00 % Side flow captured: 0.07 cfs Frontal captured: 1.40 cfs Total combined CB flowby: 2.05 cfs		

Street Flow - Highland Springs Avenue
16-Inch Water Main

Parameters	Composite Triangular Sections	Head - Discharge Table	Assumptions	Inlet Geometry	Disclaimer
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Flow line - Lateral boundary to half-street flow

Flowline offset: 30.0 ft to top face

Crown Line - Lateral boundary to half-street flow

Spread: 13.75 ft

W - lip to flowline: 17.0 in.

Sx: 2.00 %

Crown: 0.63 ft

Depth: d: 0.30 ft

3.7 in.

Long. slope: 0.0150 (ft/ft)

N value: 0.016

Sw: 4.16 % a: 0.031 ft

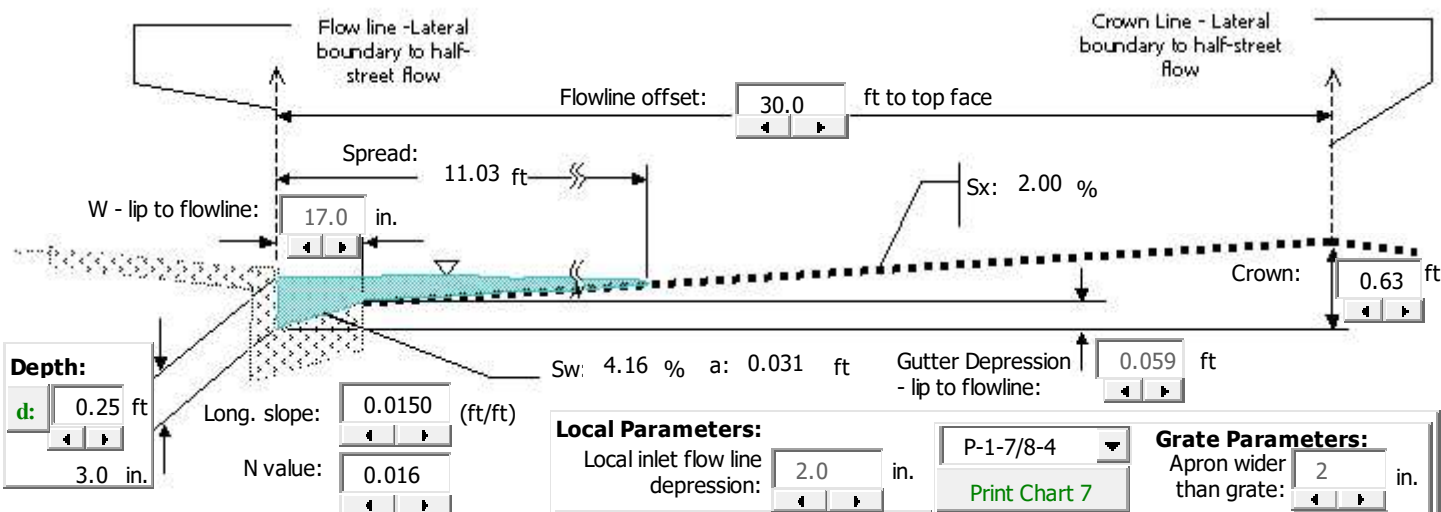
Gutter Depression - lip to flowline: 0.059 ft

Street Parameters: Q: 6.98 cfs K: 57.0 Vel: 3.66 ft/s Eo: 27.0 % W/T: 0.1030	Standard Manning's: Q: 5.74 cfs K: 46.9 Vel: 3.01 ft/s Rh: 0.14 ft Area: 1.91 sf	Local Parameters: Local inlet flow line depression: 2.0 in. Curb Opening Parameters: C-O Apron wider than gutter: 0 in. S'w 13.9 % Se: 5.77 % Length of curb opening inlet: 12.0 ft Lt: 25.49 ft 80 % Clear Efficiency Curb opening flowby: 2.98 cfs
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Grate Parameters: P-1-7/8-4 Apron wider than grate: 2 in. Length: 48 in. Width: 22 in. % Factor: 50 Splash-over Vel: 7.41 ft/s Rs: 5.78 % Side flow captured: 0.11 cfs Total combined CB flowby: 1.77 cfs	Grate Parameters: Apron wider than grate: 2 in. Width: 22 in. % Factor: 50 Vel over grate: 4.60 ft/s Eo: 73.71 % Rf: 100.00 % Frontal captured: 1.10 cfs
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Street Flow - Cougar Way
16-Inch Water Main

Parameters | Composite Triangular Sections | Head - Discharge Table | Assumptions | Inlet Geometry | Disclaimer

**Street Parameters:**

Q: 3.93 cfs

K: 32.1

Vel: 3.18 ft/s

Eo: 33.4 %

W/T: 0.1285

Standard Manning's:

Q: 3.22 cfs

K: 26.3

Vel: 2.61 ft/s

Rh: 0.11 ft

Area: 1.24 sf

Street Flow - Cougar Way
12-Inch Water Main

Parameters	Composite Triangular Sections	Head - Discharge Table	Assumptions	Inlet Geometry	Disclaimer
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Flow line - Lateral boundary to half-street flow

Flowline offset: 20.0 ft to top face

Crown Line - Lateral boundary to half-street flow

Spread: 8.63 ft

Sx: 2.00 %

W - lip to flowline: 17.0 in.

Crown: 0.43 ft

Depth: d: 0.20 ft (2.4 in.)

Long. slope: 0.0530 (ft/ft)

N value: 0.016

Sw: 4.16 % a: 0.031 ft

Gutter Depression - lip to flowline: 0.059 ft

Street Parameters: Q: 3.93 cfs K: 17.1 Vel: 5.14 ft/s Eo: 41.8 % W/T: 0.1642	Standard Manning's: Q: 3.20 cfs K: 13.9 Vel: 4.19 ft/s Rh: 0.09 ft Area: 0.77 sf	Local Parameters: Local inlet flow line depression: 2.0 in. Curb Opening Parameters: C-O Apron wider than gutter: 0 in. S'w 13.9 % Se: 7.82 % Length of curb opening inlet: 12.0 ft Lt: 24.36 ft 80 % Clear Efficiency Curb opening flowby: 1.60 cfs
Grate Parameters: Apron wider than grate: 2 in. Width: 22 in. % Factor: 50 Splash-over Vel: 7.41 ft/s Rs: 2.24 % Side flow captured: 0.02 cfs P-1-7/8-4 Print Chart 7 Length: 48 in. Width: 22 in. % Factor: 50 Vel over grate: 6.29 ft/s Eo: 99.92 % Rf: 100.00 % Frontal captured: 0.80 cfs Total combined CB flowby: 0.78 cfs		

Street Flow - Deerfield Drive
12-Inch Water Main

Parameters | Composite Triangular Sections | Head - Discharge Table | Assumptions | Inlet Geometry | Disclaimer

Flow line - Lateral boundary to half-street flow

Flowline offset: 18.0 ft to top face

Crown Line - Lateral boundary to half-street flow

Spread: 9.85 ft

W - lip to flowline: 17.0 in.

Sx: 2.00 %

Crown: 0.39 ft

Depth: d: 0.22 ft (2.7 in.)

Long. slope: 0.0270 (ft/ft)

N value: 0.016

Sw: 4.16 % a: 0.031 ft

Gutter Depression - lip to flowline: 0.059 ft

Local Parameters:
Local inlet flow line depression: 2.0 in.

Curb Opening Parameters:
C-O Apron wider than gutter: 0 in.
S'w 13.9 % Se: 7.16 %
Length of curb opening inlet: 12.0 ft
Lt: 20.98 ft
80 % Clear Efficiency 66.8 %
Curb opening flowby: 1.31 cfs

Grate Parameters:
P-1-7/8-4
Print Chart 7
Apron wider than grate: 2 in.
Width: 22 in.
% Factor 50
Length: 48 in.
Width: 22 in.
% Factor 50
Splash-over Vel: 7.41 ft/s
Vel over grate: 4.66 ft/s
Rs: 4.00 % Rf: 100.00 %
Side flow captured: 0.03 cfs
Frontal captured: 0.65 cfs
Total combined CB flowby: 0.63 cfs

Street Parameters:
Q: 3.93 cfs
K: 23.9
Vel: 3.97 ft/s
Eo: 37.1 %
W/T: 0.1439

Standard Manning's:
Q: 3.21 cfs
K: 19.6
Vel: 3.25 ft/s
Rh: 0.10 ft
Area: 0.99 sf

Street Flow - Bel Air Drive
12-Inch Water Main