

4.15 TRANSPORTATION

4.15.1 Introduction

The purpose of this section is to describe the potential transportation impacts that may result from construction and operation of the Beaumont Summit Station Specific Plan Project (Project). The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The information and analysis herein rely on the following investigations and collectively document the traffic and circulation conditions of the Project site found in **Appendix K** of this EIR:

- *Traffic Study for Beaumont Summit Station Project in the City of Beaumont*, February 2022, prepared by Kimley-Horn.
- *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*, February 2022, prepared by Kimley-Horn.

4.15.2 Environmental Setting

Existing Transportation System

Existing Roadway System

Regional vehicular access to the site is provided by State Route (SR-) 60 and Interstate (I-) 10. I-10 is an east-west freeway, located immediately west of the Project site. I-10 provides three travel lanes in each direction and connects directly to SR-79 (Beaumont Avenue) and SR-60. SR-60 is an east-west freeway located approximately 2.15 miles south of the Project site. SR-60 provides two travel lanes in each direction. Southeast of the Project site, SR-60 merges into I-10.

Local access to the Project vicinity is provided by the following arterial and commuter roadways:

Cherry Valley Boulevard is an east-west undivided roadway that is immediately north of the Project site and currently provides one travel lane in each direction. Cherry Valley Boulevard is shown as a Secondary Street in the Riverside County Circulation Element of the General Plan (Circulation Element). On-street parking is prohibited, and bike lanes are provided on both sides of the roadway. Cherry Valley Boulevard connects to the I-10 Freeway that is approximately one-half mile from the Project site.

Brookside Avenue is an east-west divided roadway located immediately south of the Project site and currently provides one travel lane in each direction. Brookside Avenue is shown as a Secondary Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and there are no bike lanes provided.

Oak Valley Parkway is an east-west undivided roadway that currently provides two travel lanes in each direction. Oak Valley Parkway is shown as an Urban Arterial east of Potrero Boulevard on the City of

Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Beaumont Avenue (SR-79) is north-south undivided roadway that currently provides one travel lane in each direction north of Oak Valley Parkway and two lanes in each direction south of Oak Valley Parkway. Beaumont Avenue is shown as an Industrial Collector on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Calimesa Boulevard is a north-south undivided roadway that currently provides one travel lane in each direction. Calimesa Boulevard is shown as a Secondary Street on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on the east side of the roadway.

Hannon Road is a north-south undivided roadway that provides one lane in each direction. Hannon Road is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Union Street is a north-south undivided roadway that provides one lane in each direction. Union Street is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Nancy Avenue is a north-south undivided roadway that provides one lane in each direction. Nancy Avenue is shown as a Local Street on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides, and no bike lanes are provided.

Oak View Drive is a north-south undivided roadway that currently provides one travel lane in each direction. Oak View Drive is shown as an Industrial Collector on the City of Beaumont Circulation Element. On-street parking is prohibited, and bike lanes are provided on both sides of the roadway.

Desert Lawn Drive is a north-south undivided roadway that currently provides one travel lane in each direction. Desert Lawn Drive is shown as an Urban Arterial on the City of Beaumont Circulation Element. On-street parking is prohibited on both sides of the roadway, and no bike lanes are provided.

Existing Transit Service

Public transportation within the City of Beaumont is provided by PASS Transit, operated by the Riverside County Transportation Commission (RCTC), the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines. The nearest bus stop to the Project site is Bus Route 3, located near the intersection of Cherry Valley Boulevard and Beaumont Avenue approximately two miles away from the Project site.

Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and I-10. This shopping center is a transfer point for the PASS Banning lines, as well as the Riverside Transit Authority (RTA) and the Sunline Transit Agency lines.

4.15.3 Regulatory Setting

Federal

Federal rules and regulations govern many facets of the City’s transportation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The City complies with all applicable rules and regulations of the Federal Highway Administration, the Urban Mass Transit Administration, the Federal Railroad Administration, the Federal Aviation Administration, and other Federal agencies. In addition, the City coordinates with Federal resource agencies where appropriate in the environmental clearance process for transportation facilities.

State

Assembly Bill 1358 – Complete Streets

The California Complete Streets Act of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill (AB) 1358 required circulation elements to address the transportation system from a multi-modal perspective. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and people with disabilities. (Beaumont 2040 Plan, p. 88)

Assembly Bill 32 – Global Warming Solutions Act

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The Act directed CARB to set a greenhouse gas (GHG) emission limit based on 1990 levels to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB 32). In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32 (CARB 2008, pp. ES-3 – ES-4). AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB 32).

The scoping plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., cap-and-trade system), and an AB 32 program implementation regulation to fund the program. CARB recognizes cities as “essential partners” in reducing GHGs. As such, CARB has developed a Local Government Toolkit with guidance for GHG reduction strategies, such as improving transit, developing bicycle/pedestrian infrastructure, and increasing city fleet vehicle efficiency, among other strategies (Beaumont 2040 Plan, p. 88).

CARB’s 2017 Scoping Plan builds upon the successful framework established by the Scoping Plan, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2017, pp. 5-6). The 2017 Scoping Plan includes goals and measures that specifically

reduce GHG emissions from the transportation sector. These goals and measures focus on using vehicle miles traveled (VMT) as the metric for determining transportation impacts on the environment; encouraging development practices that reduce VMT; enhancing mass transit systems, shared-use mobility, and bicycle and pedestrian networks; and reducing fossil fuels for transportation use, in favor of fuels and energy technology that emits less GHG emissions (CARB 2017, pp. 76-77).

Senate Bill 375 – Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or SB 375, provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, which will help to meet the statewide targets for reducing greenhouse gas emissions set by AB 32 (Beaumont 2040 Plan, p 89).

SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth, called a Sustainable Communities Strategy (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achieving the emissions target for their region. The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and SCS were adopted in 2016 (Beaumont 2040 Plan, p 89).

Senate Bill 743 – Amending CEQA with Respect to Evaluating Transportation Impacts

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. A key element of this law is the potential elimination or deemphasizing of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to “More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” (Beaumont 2040 Plan, p. 90).

As noted, SB 743 requires impacts to transportation network performance to be viewed through a filter that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and the diversification of land uses. Some alternative metrics were identified in the law, including vehicle miles traveled (VMT) or automobile trip generation rates. SB 743 does not prevent a city or county from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring, but these metrics may no longer constitute the sole basis for determining CEQA impacts once SB 743 is ratified into *CEQA Guidelines* (Beaumont 2040 Plan, p. 90).

In December 2018, the California Natural Resources Agency finalized updates to the *State CEQA Guidelines*, which included SB 743 (CGOPR). Section 15064.3 of the 2019 *CEQA Guidelines* provide that transportation impacts of projects are, in general, best measured by evaluating the project's VMT. Automobile delay (often called Level of Service; referred to here as LOS) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years) (CDOT).

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor’s Office of Planning and Research (OPR) released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018. The Technical Advisory aids in the transition from LOS to VMT methodology for transportation impact analysis under CEQA. The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

California Department of Transportation

The California Department of Transportation (Caltrans) owns and operates the State highway system, which includes the freeways and State routes within California. In Beaumont, Caltrans maintains I-10, SR-60, and SR-79. As discussed above, VMT are now used which, although Caltrans recognizes will not apply to all projects on the State Highway System (SHS); however, they would apply to the proposed Project. Caltrans also recognizes that VMT is the most appropriate primary measure of transportation impacts for capacity increasing transportation projects on the SHS.

The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study. The Guide states the following: “Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.”

Regional Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF)

WRCOG’s Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in western Riverside County. WRCOG administers the program in partnership with its member agencies. Each member agency elects to participate in the TUMF Program through adoption of an ordinance and

membership in WRCOG. In an effort to create additional efficiencies in the TUMF Program, WRCOG pursued a revision in the TUMF process to give member agencies the option to shift responsibility of calculation and collection of TUMF from the member agency to WRCOG.

Riverside County Long Range Transportation Study

The Riverside County Long Range Transportation Study (LRTS) is meant to address the challenges of a growing population and growing industrial and warehousing base. The Riverside County Transportation Commission (RCTC) is the Regional Transportation Planning Agency (RTPA) for Riverside County. RCTC is charged with coordinating transportation planning, funding, and facilitation of all modes of transportation in Riverside County. Short and long-range transportation is a key responsibility of RCTC. RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by RCTC also aim to ensure that all persons have equitable access to transportation.

The purpose of the LRTS is meant to strengthen transportation in the region in order to improve mobility, safety, and economic prosperity for Riverside County residents. The LRTS dovetails with and bridges local plans and SCAG's RTP/SCS. It supports the County's economy and quality of life through smart planning, project development and implementation. The Study is multimodal in nature and encompasses all forms of transportation: highways, local roads, transit, rail, pedestrian, and bicycle facilities.

The four basic purposes of the LRTS are to:

- Develop strategies to address transportation challenges.
- Provide a realistic vision of transportation in Riverside County in 2045.
- Develop a list of high priority feasible and fundable projects.
- Comprise RCTC's input to SCAG's RTP/SCS (Connect SoCal), which was released in 2020.

SCAG's RTP/SCS, is a long-range regional plan covering the six counties within the SCAG region. The Riverside County LRTS focuses only on Riverside County and its cities. SCAG's RTP/SCS is required to address transportation and related elements such as housing, aviation, air quality conformity, public health, environmental justice, and conservation lands. The LRTS focuses on transportation projects and funding.

RCTC also functions as the County Congestion Management Agency and contained within the LRTS is the County of Riverside Congestion Management Program (CMP), the purpose of which is provided immediately below.

County of Riverside Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California that has an urbanized area with a population over 50,000 (which would include the County of Riverside) to prepare a CMP. The CMP that was prepared by the RCTC in 2011 in consultation with the county and cities in Riverside County is an effort to more directly align land use, transportation, and air

quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds while ensuring that new development pays its fair share of needed transportation improvements RCTC 2011. Additionally, the passage of Proposition 111 provided additional transportation funding through a \$0.09 per gallon increase in the state gas tax.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels. Per the CMP-adopted LOS standard of E, when a Congestion Management System segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the Congestion Management System.

Local

Title 10 – Vehicle and Traffic, Chapter 10.42 – Transportation Demand Management Requirements

All applicable new developments (non-residential developments which employ 100 or more persons) which are owned and managed as one unit shall submit a Transportation Demand Management Plan (TDMP) prepared by a traffic engineer, transportation planner or other qualified professional identifying the traffic impacts associated with the proposed Project and including design recommendations and mitigation measures, as appropriate, to address on and off-site project impacts. The TDMP shall also indicate specific strategies and guidelines to reduce the number of trips and increase the amount of nonvehicular transportation. The TDMP also includes operational standards that shall be implemented within 60 days after occupancy of the development by an employer. In addition, all property owners of applicable new development (non-residential development and/or changes of use) shall be subject to the required capital improvement standards as specified in this Section (Beaumont Municipal Code [MC]).

Title 10 – Vehicle and Traffic, Chapter 10.50 – Golf Cart Transportation

The City encourages the increased use of golf carts as a non-polluting local transportation option and establishes rules and regulations for the operation of golf carts in the City (Beaumont MC).

Title 12 – Streets, Sidewalks, and Public Places, Chapter 12.08 – Public Works Construction Standards

The City's municipal code adopts Riverside County Ordinance No. 461 as the standard specifications for the construction of public streets (Beaumont MC).

Title 15 – Buildings and Construction, Chapter 15.48 – Electric Vehicle Charging Station Streamlined Permitting Process

This code section encourages timely and cost-efficient installation of electric vehicle charging stations via an expedited permitting process (Beaumont MC).

City of Beaumont Traffic Impact Analysis Guidelines for Vehicle Miles Traveled

In June 2020, the City of Beaumont’s Traffic Impact Analysis Guidelines were revised to ensure consistency with SB 743 implementation. The revision incorporates VMT guidance consistent with the information from WRCOG SB 743 Implementation Pathway study.

The City of Beaumont utilized a threshold consistent with the Regional Transportation Plan / Sustainable Communities Strategy future year VMT projects by jurisdiction or subregion to reduce VMT by three percent below the City’s current average VMT per service population per household, or below the subregion’s average VMT (VMT, p. 4). Projects that cannot demonstrate a percent reduction in VMT would be required to conduct additional analysis and add mitigation as appropriate. If project design or operational features cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations.

City of Beaumont 2040 General Plan

Land Use and Community Design Element

- Goal 3.1:** **A City structure that enhances the quality of life of residents, meets the community’s vision for the future, and connects new growth areas together with established Beaumont neighborhoods.**
- Policy 3.1.2** Re-establish the City’s pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial and residential uses.
- Policy 3.1.3** Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).
- Policy 3.1.4** Establish an Employment District that integrates diversity of jobs with multi-modal access to the rest of City.
- Policy 3.1.7** Connect new growth areas to existing Beaumont neighborhoods by directing transportation investments to improve open space connectivity, wayfinding, and urban design strategies.
- Policy 3.1.8** Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.
- Policy 3.1.11** Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks,

grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

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

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

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

Policy 3.4.1 Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.

Policy 3.4.2 Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.

Policy 3.4.3 Continue to promote the development of a regional urban village in the vicinity of the I-10 and the SR-60 Freeways. Encourage a second urban village in the SR-79 East Subarea.

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

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

Policy 3.6.2 Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.

Policy 3.6.3 Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

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

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

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

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

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

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

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

Policy 3.11.4 Negotiate agreements with the utility companies and the Flood Control District for the establishment of recreation trails, linkages, uses, and appropriate landscaping within their respective rights-of-way.

Mobility Element

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

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

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

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

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

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

Policy 4.1.6 Review and coordinate circulation requirements with Caltrans, as it pertains to freeways and state highways.

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

Policy 4.2.1 Work with regional agencies to implement complete streets that are designed to accommodate users of all ages and abilities. This will apply to all phases of a transportation project, including planning, design, construction, maintenance, and operations for both existing and future facilities.

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

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

Policy 4.2.4 Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

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

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

Policy 4.3.1 Reduce the potential for car collisions through design improvements, speed limit enforcement, and education efforts, prioritizing areas with a high level of collision incidence.

Policy 4.3.2 Support local Safe Routes to Schools programs to ensure safe walking and biking access for children and youth to school, prioritizing sites with the highest need.

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

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

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

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

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

Policy 4.4.3 Improve safety for all active transportation users.

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

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

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.2 Periodically evaluate the transit system to ensure its efficient operation.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

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

Policy 4.6.1 Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics.

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

Economic Development and Fiscal Element

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

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

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

Goal 5.8: **A financially stable community.**

Policy 5.8.3 Require new development to pay its fair share of required improvements, including maintenance costs, to public facilities and services through impact fees and other financial and regulatory mechanisms such as benefit assessment districts (BADs) or community facilities districts (CFDs).

Goal 5.9: **A community with sustainable and improved infrastructure.**

Policy 5.9.3 Support local businesses and economic development by improving Beaumont's infrastructure including well-maintained streets, transit improvements, adequate water and sewer services and communications infrastructure.

Health and Environmental Justice

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

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

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

Policy 6.6.1 Strive for a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions. This policy is implemented through the Mobility Element.

Policy 6.6.2 Pursue and support local Safe Routes to Schools programs.

Policy 6.6.3 Promote safe routes for aging adults, particularly routes to transit and shopping centers.

Community Facilities and Infrastructure

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

Policy 7.1.1 Manage and upgrade the City's aging infrastructure, as funds allow, and leverage funds whenever possible.

Policy 7.1.2 Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

Policy 7.1.3 Require that new and existing development pay its fair share of infrastructure and public service costs.

Policy 7.1.4 Require developers to present a plan to provide adequate infrastructure and utility service levels before approving new development.

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

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

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

Policy 7.10.1 Work with the Beaumont Unified School District to site schools within new residential neighborhoods in close proximity to parks, bike paths, and other open space amenities.

Policy 7.10.3 Encourage public and public-private partnerships to cluster development of schools, parks, childcare facilities, and community activity centers with a coordinated share of costs and operational responsibilities.

Safety Element

Goal 9.4: **A City that is protected from the effects of natural and manmade disasters.**

Policy 9.4.5 Require new development to provide access roads that allow both safe and efficient access of emergency equipment and community evacuation.

Revised Zoning Ordinance

Chapter 17.03 of the Revised Zoning Ordinance proposes additional requirements for pedestrian connections, access to transit, and Transit Oriented District Overlay, Chapter 17.11 proposes additional requirements for gated communities to provide pedestrian and bicycle connections.

4.15.4 Impact Thresholds and Significance Criteria

Appendix G of the State CEQA Guidelines contains the Environmental Checklist Form, which includes questions related to transportation. The issues presented in the Environmental Checklist Form have been utilized as Thresholds of Significance in this section. Accordingly, a project may create a significant environmental impact if one or more of the following occurs:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?

Methodology and Assumptions

The Project is evaluated against the aforementioned significance criteria, as the basis for determining the level of impacts related to transportation. In addition, this analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. Where significant impacts remain, feasible mitigation measures are recommended, where warranted, to avoid or lessen the Project's significant adverse impacts.

Based on subsection (b) of § 15064.3, Determining the Significance of Transportation Impacts, CEQA provides guidance on how VMT from various types of projects can be evaluated. These four categories or projects and explanation of methodology is provided below under subheading (b) to correspond with the CEQA guidelines section.

b) Criteria for Analyzing Transportation Impacts.

1. **Land Use Projects.** VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.
2. **Transportation Projects.** Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects,

agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in § 15152.

3. **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze a Project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in § 15151 shall apply to the analysis described in this section.

The analysis for VMT prepared by Kimley-Horn for the Project was completed in February 2022 and is included as **Appendix K** of this EIR. The analysis below utilizes the VMT significance criteria to determine the significance of Project-generated trip impacts and whether mitigation is required.

City VMT Thresholds

The City of Beaumont staff report for SB 743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis (June 16, 2020) recommends VMT thresholds consistent with the RTP/SCS future year VMT by jurisdiction as described below:

The portions of the RTP/SCS that affect Beaumont are based on the land use element of the General Plan. As such, using this option assumes that projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that require amendment to the General Plan that would trigger an EIR would need to complete a VMT analysis using the methodology described below.

- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its methodology to measure VMT.
- Utilizing the Riverside County Travel Demand Model (RIVTAM/RIVCOM) as its method to analyze a project's VMT impact.
- Utilizing a threshold consistent with the City's current average VMT per service population (population plus employment).

Other amendments to the General Plan would need to be evaluated on a case-by-case basis. Rather than the 15 percent reduction in VMT recommended in the OPR guidance, the City of Beaumont has adopted

a threshold of three percent below existing VMT. This threshold is appropriate for projects within the City of Beaumont, given that it would create consistency with, and progress the goals of the SCAG RTP/SCS.

Projects that cannot demonstrate a three percent reduction in VMT are required to conduct additional analysis and add mitigation as appropriate. If project design or operational features, or mitigation measures, cannot reduce VMT below the threshold then an EIR may be required in order for the City to consider a statement of overriding considerations.

4.15.5 Impacts and Mitigation Measures

Impact 4.15-1: *Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Level of Significance: Less than Significant Impact

The Project does not propose elements or aspects that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. On a long-term basis, the Project may result in increased demand for public transportation as increased employment opportunities become available on-site; however, transit agencies routinely review and adjust their ridership schedules to accommodate public demand. There are no existing public transit stops in the vicinity of the Specific Plan area. Community Services may require a future transit stop if warranted by a traffic study. The Pass Transit System provided by the City includes Routes 3, 4, 7, and 9 which are within approximately two miles of the Specific Plan area. As the Project develops, the Pass Transit System may assess the potential demand for these facilities in the area and may establish new or extended routes in the area.¹ Coordination with the Pass Transit System would be required as the Project builds out to determine the need for future bus turnouts along Cherry Valley Boulevard. Accordingly, the Project has no potential to conflict with local public transit service.

The Project site is divided into five parcels and would be developed in two phases. Phase 1 would initiate development in 2023 and conclude in 2024. Phase 1 includes Parcels 1, 2, and 3 designated for e-commerce uses. Construction of Phase 1 of the Project would alter the site and result in the construction a 1,213,235 square-foot high-cube short-term storage building, a 985,860 square-foot high-cube short-term storage building, and a 358,370 square-foot general warehouse.

Phase 2 of the Project would occur from 2026 to 2027 and include the development of Parcel 4. Construction of Phase 2 would include the development of a 220-room hotel, 25,000 square foot shopping center, 15,000 square feet of high-turnover (sit-down) restaurant uses, and 10,000 square feet of fast-food restaurant uses with drive-throughs. Project access would consist of three driveways along Cherry Valley Boulevard. Planning Area 3 (Parcel 5) would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space.

The proposed Project has been designed and would be constructed to be responsive to the goals and policies from the Land Use and Community Design and Mobility elements of the City of Beaumont General Plan (GP) that pertain to the circulation system. The Project's land use and circulation elements would be

¹ San Geronio Crossing EIR

consistent with the requirements pertaining to the overall transportation and circulation system, including transit, roadway, bicycle and pedestrian facilities, elements that are included as part of the proposed roadway improvements.

Specifically, Beaumont GP Policy 4.1.2 calls for the maintenance of LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets. In order to identify LOS on Project area intersections a Traffic Study with LOS analysis was conducted for the Project. See the detailed analysis in **Appendix K**. LOS at 19 intersections/driveways under seven scenarios was evaluated and found that under varying scenarios, various study intersections would operate at an unacceptable LOS and therefore not be compliant with Policy 4.1.2. However, the recommended improvements below are proposed in order to bring the intersections to an acceptable LOS:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard
 - Install a traffic signal
 - Add a westbound left-turn lane
 - Add an eastbound right-turn lane
 - Add a southbound right-turn lane
- #2 – I-10 WB Ramps at Cherry Valley Boulevard
 - Install a traffic signal
 - Add a northbound left-turn lane
 - Add an eastbound left-turn lane
 - Add a westbound right-turn lane
- #3 – Calimesa Boulevard at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- #4 – Hannon Road at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- #5 – Union Street at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
 - Install a traffic signal
- #6 – Nancy Avenue at Cherry Valley Boulevard
 - Add a 2nd eastbound through lane

- Add a 2nd westbound through lane
- Add a dedicated eastbound right-turn lane
- #11 – Beaumont Avenue at Brookside Avenue
 - Add EB right-turn overlap phase
 - Add WB right-turn lane
 - Add WB right-turn overlap phase
 - Traffic Signal relocation and modification
- #12 – Desert Lawn Drive at Oak Valley Parkway
 - Add a 2nd eastbound through lane
- #13 – I-10 EB Ramps at Oak Valley Parkway
 - Add a 2nd southbound left-turn lane
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
- #14 – I-10 WB Ramps at Oak Valley Parkway
 - Add a northbound left-turn lane
 - Add a 2nd eastbound through lane
 - Add a 2nd westbound through lane
- #15 – Oak View Drive at Oak Valley Parkway
 - Add a 2nd eastbound through lane
 - Modify southbound right-turn lane to free right-turn lane
 - Traffic Signal relocation and modification

A summary of the intersection operation before and after implementation of the recommended improvements is provided on Traffic Study Table 11. Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. A summary of which improvements are part of the regional TUMF program are shown on Traffic Study Table 12. The project fair share proportion at deficient study intersections under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 are shown on Traffic Study Tables 13, 14, and 15, respectively.

Site Adjacent Roadway Improvements

The Project would construct the following site adjacent roadway improvements:

- Cherry Valley Boulevard
 - Construction along the Project frontage to its ultimate half-width as an Arterial Highway (128-foot right-of-way). A raised median would be constructed by the San Gorgonio Crossing project to the north.

- Brookside Avenue
 - Construction along the Project frontage to its ultimate half-width as a Secondary Highway (88-foot right-of-way).

Site Access Improvements

Project access would consist of three driveways along Cherry Valley Boulevard. The west and middle Project driveways would be signalized, and the east Project driveway would be an unsignalized right-in-right-out (RIRO) driveway. The Project would construct the following site access improvements:

- Cherry Valley Boulevard
 - West Project Driveway
 - A signal modification to provide a four-legged traffic signal (future traffic signal to be installed by adjacent development).
 - Middle Project Driveway
 - Install new traffic signal
 - Construct a 300-foot dedicated eastbound right-turn pocket into the project driveway.
 - One dedicated left-turn and one dedicated right-turn lane at the northbound approach
 - East Project Driveway
 - Install a stop sign on the northbound approach and permit right-in-right-out access only.
- Brookside Avenue
 - No Project-related access is planned along Brookside Avenue.

Therefore, the proposed improvements would adhere to all relevant circulation regulations and be consistent with policy and planning document guidance related to needed improvements. Adherence to these planning directives and incorporation of the associated improvements would have a less than significant impact on the environment.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less than significant impact.

Impact 4.15-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Level of Significance: Significant and Unavoidable Impact

As discussed above, comprehensive updates to CEQA and the State CEQA Guidelines require projects to use VMT to determine project impacts. The VMT impact analysis for the Project is presented below.

Project VMT

Project VMT was calculated using the most current version of RivTAM. Adjustments in socio-economic data were made to the appropriate traffic analysis zone within the RivTAM model to reflect the Project’s proposed land use. Socio-economic data inputs were derived based on factors developed using Institute of Transportation Engineers trip generation rates.

Project Home-Based Work (HBW) VMT per Employee

The home-based work (HBW) VMT per employee is the HBW attraction VMT divided by the number of employees derived from the RivTAM model. The HBW VMT per Employee is used to measure efficiency of VMT generated by employment-based uses. The Project HBW VMT per Employee calculated based on RivTAM is 14.9.

Project VMT per Service Population

Service population (SP) is defined as the sum of population and employment. Since the Project does not have any residential component, the Project SP consists of employees only. The VMT per SP is the total VMT (including all trip purposes) divided by the number of workers derived from the RivTAM model. The VMT per SP is used to measure efficiency of VMT generated by all trip purposes. The Project VMT per SP calculated based on RivTAM is 55.9.

Heavy Truck VMT

Consistent with air quality and GHG analyses, the average trip length for heavy trucks were assumed to be 33.2 miles one way based on the data provided in California Air Resources Board, Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards, 2007. As a conservative measure, a trip length of 33.2 miles has been utilized for all trucks multiplied by the daily truck trips (659) estimated in the Traffic Impact Analysis (TIA) based on Institute of Transportation Engineer trip rates, resulting in a heavy truck daily VMT of 21,879.

VMT Thresholds

For purposes of this VMT assessment the Project’s HBW VMT per Employee and VMT per SP has been compared to three percent below citywide average future year (2040) VMT for the City of Beaumont, based on data provided by WRCOG. **Table 4.15-1** shows the calculated VMT thresholds for HBW VMT per Employee and VMT per SP.

Table 4.15-1: VMT Thresholds

Threshold Option	Citywide Average	Threshold (3% below)
Future Year (2040) HBW VMT per Employee	9.2	8.9
Future Year (2040) VMT per SP	31.3	30.4

Source: Kimley-Horn. 2022. *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*. Table 1.

Potential Impacts

As shown in **Table 4.15-2**, the Project’s HBW VMT per Employee and VMT per SP would not meet the three percent below citywide future year threshold. As such, the Project’s transportation impact is potentially significant based on City of Beaumont’s recommended thresholds.

Table 4.15-2: VMT Impact Evaluation

Threshold Option	Threshold	Project	Change in VMT	Potentially Significant?
HBW VMT per Employee	8.9	14.9	+6.0	Yes
VMT per SP	30.4	55.9	+25.5	Yes

Source: Kimley-Horn. 2022. *Beaumont Summit Station Project Vehicle Mile Traveled (VMT) Analysis*. Table 2.

Transportation Demand Management Strategies

Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts determined to be potentially significant. Given the jurisdiction’s rural/suburban land use context, the following key strategies may be considered for the Project.

- Improving pedestrian networks
- Implementing traffic calming infrastructure
- Building low-street bicycle network improvements
- Encouraging alternative work schedules
- Providing ride-share programs.

The effectiveness of the above-noted TDM measures would be dependent on the ultimate building tenant(s), which are unknown at this time. Beyond project design and tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. Of itself, the Project’s suburban context acts to reduce the range of feasible TDM measures and their potential effectiveness.

Consistent with the mitigation measures recommended in the air quality and greenhouse gas analyses, the Project shall implement a TDM program to reduce single occupant vehicle trips and encourage transit. Prior to issuance of occupancy permits, the Project operator shall prepare and submit TDM program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.

- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

Based on available research, for projects located within a suburban context, a maximum 10 percent reduction in VMT is achievable when combining multiple TDM strategies. Due to limitations of Project-level approaches to reducing VMT, the City or region may consider larger mitigation programs such as VMT mitigation banks and exchanges. VMT mitigation banks and exchanges have not yet been developed or tested by WRCOG or City of Beaumont.

Conclusion

The Project's transportation impact based on VMT is potentially significant based on City of Beaumont's recommended thresholds. As the efficacy of TDM measures and reduction of VMT impacts below thresholds cannot be assured, the Project's VMT impact is therefore considered significant and unavoidable.

Mitigation Measures

Impact is significant, unavoidable, and unmitigable.

Level of Significance

Significant and unavoidable impact.

Impact 4.15-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Level of Significance: Less than Significant Impact

The Project would not create a significant traffic-related safety hazard. The Project roadways, ingress and egress, and interior circulation elements have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. There are no incompatible land uses proposed or in the vicinity of the Project Site, such as those utilizing farm equipment, that would result in a potential significant traffic safety hazard. Although construction would involve the use of large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would

have appropriate signage and standard safety protocols as implemented by the Project Applicant through standard construction practices. Therefore, potential impacts associated with design hazards would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less than significant impact.

Impact 4.15-4: Would the Project result in inadequate emergency access?

Level of Significance: Less than Significant Impact

Construction

The Project is not anticipated to result in any significant emergency access impacts during construction. In case of an emergency, the construction manager will have assigned staff to flag emergency response vehicles and direct them to the emergency location. Vehicles and equipment throughout the Project site would not be parked or placed in a manner that would impede access for emergency response vehicles. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that may affect construction staff and emergency responders.

Operations

The City of Beaumont has reviewed the Project's design and confirmed that the Project would provide adequate access to-and-from the Project site for emergency vehicles and also that development of the Project would not interfere with the circulation of emergency vehicles along public streets that abut the site. The City also would require the Project Applicant to provide adequate paved access to-and-from the site as a condition of Project approval. Lastly, the City would review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during construction activities. Based on the proposed Project design and with required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance

Less than significant impact.

4.15.6 Cumulative Impacts

Construction

Construction activities associated with the Project and nearby cumulative projects may overlap and result in temporary traffic impacts to local roadways. However, the Project would not result in significant traffic related impacts resulting from conflicts with transportation plans or policies and is consistent with all applicable Beaumont GP policies such as working with Caltrans, making needed roadway improvements, etc. Cumulative development projects would also be required to reduce construction traffic impacts on the local circulation system and implement any required mitigation measures that may be prescribed pursuant to CEQA provisions. Therefore, the Project contribution to impacts in these regards would be less than significant.

Operations

As outlined above, the Project is anticipated to result in VMT that would exceed the City's adopted thresholds of significance for HBW VMT per Employee and VMT per SP. This represents a significant cumulative impact. While the Project would consider various General Plan policies and TDMs, the California Air Pollution Control Officers Association (CAPCOA) identifies the maximum achievable VMT reduction with TDMs to be 10 percent in a suburban setting. Given that the Project is estimated to generate VMT per SP that is 12.1 VMT greater than the threshold, TDM measures would likely not reduce VMT per SP to a level below the City's threshold of significance. Therefore, the Project would result in a cumulatively considerable contribution to this significant impact.

4.15.7 Significant Unavoidable Impacts

Even with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to inconsistency with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2) and significant cumulative transportation impacts.

4.15.8 References

City of Beaumont. 2020. Staff Report: SB 743 Vehicle Miles Traveled (VMT) Thresholds for California Environmental Quality Act (CEQA) Compliance Related to Transportation Analysis. Retrieved from: <https://mccmeetingspublic.blob.core.usgovcloudapi.net/beaumontca-meet-f1da32f813d04b548d03815d09f7fef6/ITEM-Attachment-004-92c35ec0a7a44ac195e79254290997ac.pdf>.

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Kimley-Horn, 2022. *Traffic Impact Study for Beaumont Summit Station*.

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