



Staff Report

TO: Planning Commissioners
FROM: Carole Kendrick, Planning Manager
DATE: June 28, 2022
SUBJECT: Beaumont Summit Station – Specific Plan (SP2021-0005), Tentative Parcel Map 38223 (PM2021-0009), General Plan Amendment (PLAN2021-0656), Plot Plan (PP2021-0388), Plot Plan (PP2021-0390), Plot Plan (PP2021-0391), and Environmental Impact Report (Env2021-0017)

APPLICANT: Exeter Cherry Valley Land, LLC

Background and Analysis:

In August 2021, Exeter Cherry Valley Land, LLC filed applications for a General Plan Amendment (GPA), Specific Plan (SP), Tentative Parcel Map (TPM), Plot Plans (PP) and Environmental Assessment to change approximately 200 acres of residentially zoned property to commercial, industrial and open space. The property is located on the southside of Cherry Valley Boulevard, east of Interstate 10. This location is a gateway into the City and is one of the largest vacant land holdings in the City under a single-ownership.

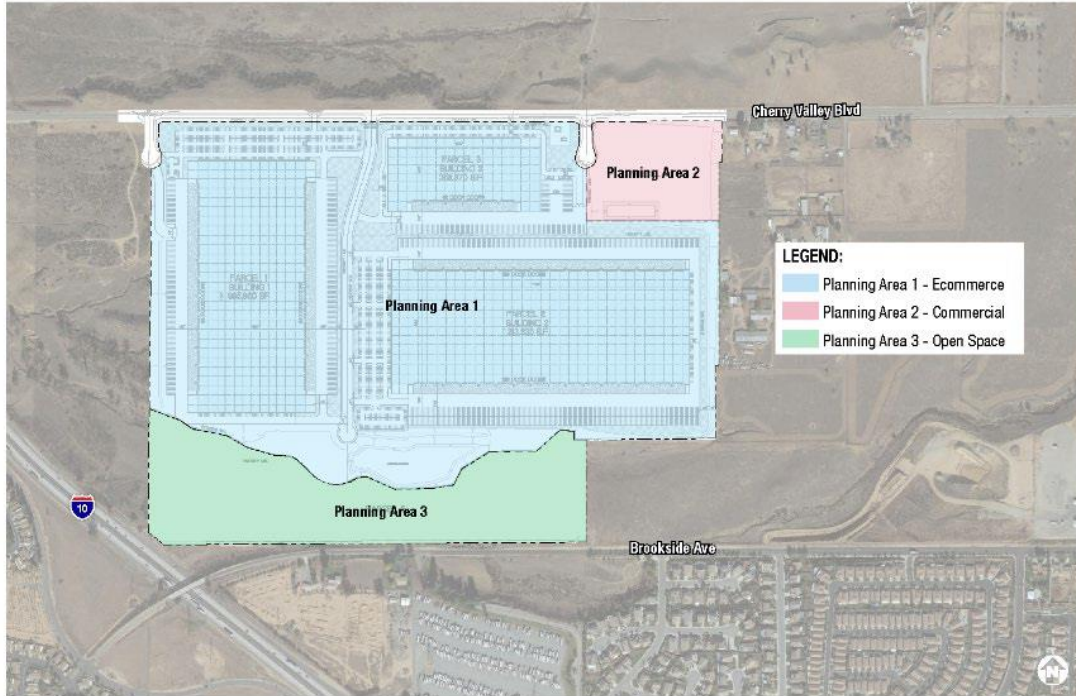
The property is currently known as the Sunny Cal Specific Plan. The property was formerly used as a poultry ranch and currently sits unused. The site is surrounded by County unincorporated areas to the west, north and east and the City of Beaumont to the south. The specific plan and environmental impact report (EIR) were originally approved in 2007 with the tract map and EIR addendum for 560 low-density, single-family residential units on minimum 7,000 square foot lots approved in 2014. The annexation for this property through the Local Area Formation Commission (LAFCO) was completed in 2018. The proposed Summit Station Specific Plan, if approved by the City Council, will replace the Sunny-Cal Specific Plan and all related entitlements.



In addition to the Summit Station Specific Plan, a Draft Environmental Impact Report (DEIR) has been prepared to examine the potential environmental effects of the proposed projects and its alternatives. The proposed Draft Specific Plan, GPA, TPM, Plot Plans and DEIR have now been completed and the formal public review and hearing process has commenced. The DEIR was circulated for a 45-day public review and comment period on April 21, 2022. The conclusion of the review period occurred on June 6, 2022. To date, the City has received approximately 200 comment letters on the DEIR and project. The environmental consultant will prepare responses to any comments made during the public review of the DEIR.

PROPOSED SPECIFIC PLAN

The proposed Specific Plan contains a development plan to accommodate a proposed project of 2.5 million square feet of industrial, 50 thousand square feet of office space, 150 thousand square feet of commercial uses and 30 acres of open space. The Specific Plan also allows for alternative uses. The project also includes design guidelines, development regulations, and all related infrastructure to serve the development, including circulation networks, on-site drainage facilities, landscaping, and utilities. The primary land uses associated with the project are divided into three (3) planning areas within the Specific Plan as shown below.



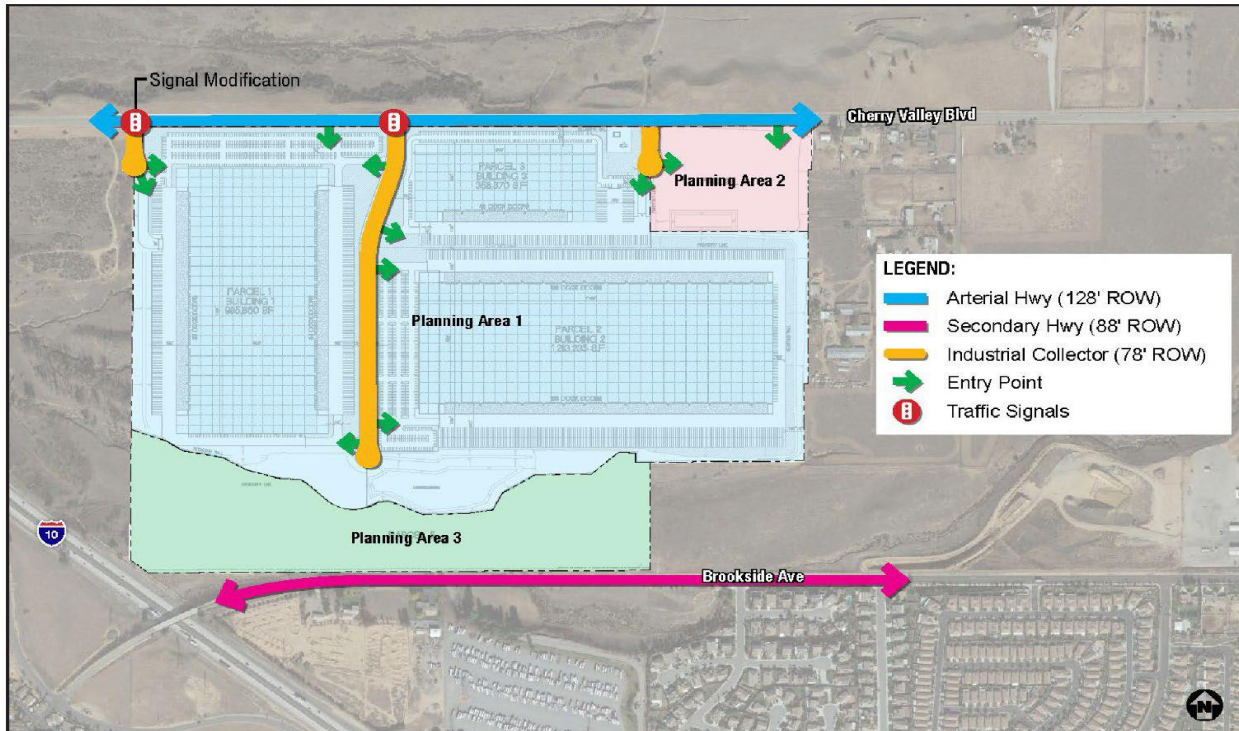
Development Plan (Chapter 2.0)

The development plan explains the conceptual land use for the project and describes the components of developing the site. The conceptual site plan shown above provides a likely layout of the proposed development and the chart below shows the corresponding planning areas and development square footages. Planning Area 1 is the largest and contains the bulk of development with 2.5 million square feet of potential industrial uses. Planning Area 2 contains the potential retail and commercial uses and Planning Area 3 will remain undeveloped as open space.

Table 2-1 Land Use			
Planning Area	Land Use	Acreage (net)	Square Footage
Planning Area 1	E-Commerce Center E-commerce Office	139.9 ac	2,507,465 sf 50,000 sf
Planning Area 2	Commercial Hotel (220 keys) General Retail Food Uses	10.9 ac	100,000 sf 25,000 sf 25,000 sf
Planning Area 3	Open Space	30.6 ac	0
Circulation	Road	6.7 ac	--
Total (gross)		188 ac	2,707,465 sf

Circulation

Vehicular circulation is comprised of external (public) roadways and internal circulation. The intent of the circulation plan is to ensure safe and efficient movement throughout the project.



Access to the Specific Plan area is proposed in several locations along Cherry Valley Boulevard. Three public access roadways are planned using an Industrial Collector standard. Private drive aisles with parking are proposed to connect individual buildings within the Specific Plan area. Drive aisles will be located and sized at the time of design review, based on City code and fire lane requirements. Internal access and circulation will be based on a shared access easement shown on a final parcel map or an agreement or covenant recorded prior to building permit issuance.

A traffic study was prepared as part of the EIR to identify the need for additional improvements. The following have been identified and are included in the Conditions of Approval for the project:

– I-10 EB Ramps at Cherry Valley Blvd

- Install a traffic signal
- Add a westbound left-turn lane
- Add an eastbound right-turn lane
- Add a southbound right-turn lane

– I-10 WB Ramps at Cherry Valley Blvd

- Install a traffic signal
- Add a northbound left-turn lane
- Add an eastbound left-turn lane
- Add a westbound right-turn lane

– *Calimesa Blvd at Cherry Valley Blvd*

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

– *Hannon Road at Cherry Valley Blvd*

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

– *Union Street at Cherry Valley Blvd*

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Install a traffic signal

– *Nancy Avenue at Cherry Valley Blvd*

- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane
- Add a dedicated eastbound right-turn lane

– *Beaumont Avenue at Brookside Ave*

- Add EB right-turn overlap phase

- Add WB right-turn lane

- Add WB right-turn overlap phase
- Traffic Signal relocation and modification

– *Desert Lawn Dr at Oak Valley Pkwy*

- Add a 2nd eastbound through lane

– *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

– *I-10 WB Ramps at Oak Valley Pkwy*

- Add a northbound left-turn lane
- Add a 2nd eastbound through lane
- Add a 2nd westbound through lane

– *Oak View Drive at Oak Valley Pkwy*

- Add a 2nd eastbound through lane
- Modify southbound right-turn lane to free right-turn lane
- Traffic Signal relocation and modification

Water, Sewer and Drainage

Water service for the Specific Plan area will be provided by the Beaumont-Cherry Valley Water District (BCVWD). The property was annexed into the BCVWD service area concurrently with the property annexation into the City. Sewer service will be provided by the City of Beaumont, with treatment provided by the Beaumont Wastewater Treatment Plant. Both water and sewer infrastructure will be installed as part of the site construction.

The site drainage plan collects stormwater through a series of basins placed throughout the Specific Plan area. Basins are both above and below ground and include bioretention basins designed to reduce flow and provide treatment prior to discharge. Local, State, and Federal laws include requirements for the treatment of stormwater runoff to reduce pollutants entering the environment. Each parcel will provide independent treatment of stormwater and proper hydrologic controls to ensure peak flows do not exceed pre-development conditions.

Grading

The intent of the Grading Plan is to balance the site to the extent feasible while avoiding the jurisdictional area of the existing drainage course in Planning Area 3. Prior to any grading taking place on the site, a conceptual grading plan will be submitted for review and approval. Each individual stage of development will have detailed grading plans specific to the development area. The grading plan also includes techniques to prevent erosion; approximate time frames for grading; and identification of areas which may be graded during higher probability rain months (January through March). Additionally, soil stabilizers shall be used to control dust as required by the South Coast Air Quality Management District (SCAQMD) Rule 403 and a Fugitive Dust (PM-10) Mitigation Plan shall be submitted to the City for review and approval prior to the issuance of any Grading Plans and building permits.

Public Service and Utilities

The City of Beaumont contracts with the Riverside County Fire Department (RCFD), who in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE), for city-wide fire protection, emergency medical services, dispatch, and fire prevention and safety education. The fire station closest to the Specific Plan area is RCFD Station 22, the Cherry Valley Fire Station, located in the County approximately 2.8 miles northeast of the Specific Plan area. The project has been conditioned to comply with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards.

The project will be served by the Beaumont Police Department. In addition to RCFD, representatives from the Beaumont Police Department have also been involved in the project review process.

Southern California Edison (SCE) and Southern California Gas are the dry utility providers serving this project. Waste Management provides collection and disposal services within the Beaumont city boundaries.

Planning Areas and Development Regulations (Chapter 3.0)

The purpose of this section is to provide land use development regulations that apply to each of the land use designations of the Specific Plan. These include standards regarding permitted uses, building height limits, parking requirements, and setbacks, as well as general provisions applicable to all uses.

Planning Area 1 - E-Commerce

As stated previously in the staff report and shown in the table on page 4 of this report, Planning Area 1 allows for development of approximately 139.8 acres with a mixture of commerce center uses. Anticipated uses for this area are e-commerce or logistics type uses with the needed office space. This Planning Area fronts onto Cherry Valley Boulevard A 29-foot parkway is planned for this arterial highway, consisting of a 5-foot meandering sidewalk, and a curb-adjacent parkway. Access to Planning Area 1 is from three public cul-de-sacs off Cherry Valley Boulevard, with the easternmost driveway shared with Planning Area 2. The proposed access locations are conceptual in nature and shall be reviewed by the Public Works Department as part of Tentative Parcel Map, site plan, and construction drawing review.

Development Standards: E-Commerce (PA 1)	
Item	Dimension/Stand
Floor Area Ratio (maximum)	0.5
Lot Area	10,000 sf
Building Setback (at Cherry Valley)	70 feet (from ROW)
Building Setback (at Specific Plan area perimeter boundary, excluding along Cherry Valley)	150 feet
Building Setback, internal property lines	50 feet
Landscape Setback, parking lot to Cherry Valley ROW	50 feet
Setback, Building Entry to Parking/driveway Setback, Building to Parking	10 feet 5 feet
Site Landscaping	10%
Building Height (maximum)	60 feet

Table 3-2 Permitted Uses – E-Commerce (PA 1) “P” = Permitted, “C” = Conditional, “A” =	
E-Commerce Center Uses	
Warehouse	P
E-Commerce, including fulfillment centers	P
Heavy and Light Logistics, distribution and warehousing, including high-cube warehousing. Activities typically include, but are not limited to,	P
Industrial retail sales	P
Industrial robotics manufacturing and assembly	P
Joining and assembly manufacturing	P
Light Manufacturing and product assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operation. Light manufacturing activities do not produce odors, noise, vibration, or particulates which would adversely affect uses within the same structure or site.	P
Research and Development	P
Shipping/parcel delivery hub and sorting center	P
Self-Storage (public)	P
Logistics Support	A
Overnight truck parking	A
Truck service/repairs/storage	A
Vehicle cleaning/detailing	A

Commercial Uses	
Auto Repair (Minor) - Activities include, but are not limited to automotive and light truck repair; retail sales of goods and services for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, etc. and car washes.	P
Administration and professional offices	A
Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)	C
Blueprinting and photocopying	P
Commercial Recreation, includes batting cages, climbing walls, trampoline, bounce house, indoor golf/driving range, and similar uses.	C
Courier Services	A
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses	A
Medical and dental laboratories	A
Motion picture films, processing	P
General Retail	A
Other Uses	
Schools (vocational, trade, higher	C
Public Utility uses and structures	A
Property Maintenance facilities (vehicle storage, nursery holding area)	P
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A
Telecommunications facilities/cell site, independent	C
Other uses not listed but similar in nature and consistent with the intent of the Specific Plan subject to Community Development Director's interpretation	

Planning Area 2 – Commercial

Planning Area 2 allows for development of approximately 10.9 acres with a mix of commercial uses. Anticipated uses for this area include up to 150,000 square feet of general commercial uses, with potential for a mix of general retail, food uses, and hotel development. This planning area also fronts onto Cherry Valley Boulevard and will include a parkway, meandering sidewalk just as in Planning Area 1. Access to Planning Area 2 is from shared access with Planning Area 1.

Development Standards: Commercial (PA 2)	
Item	Dimension/Stan
Floor Area Ratio (maximum)	0.35
Lot Area	10,000 sf
Lot Depth and Width	100 ft
Building Setback (at Cherry Valley)	50 feet (from row)
Parking Setback (Cherry Valley)	40 feet
Building Setback (at Specific Plan area perimeter boundary, excluding along	20 feet
Building Setback, internal property	10 feet
Setback, Building Entry to	10 feet
Parking/drive aisle Setback, Building to	5 feet
Building Separation	Per fire code
Site Landscaping	10%
Common Open Space (may include plaza space, seating areas, shade	40 sf per 1,000 sf of floor area
Building Height (maximum)	
Retail/Food Services Hotel	50 feet 60 feet

Permitted Uses – Commercial (PA 2)	
“P” = Permitted, “C” = Conditional, “A” = Ancillary	
Commercial Uses	
Administration and professional offices, including medical and dental and architectural, engineering, design services, and legal services	P
Athletic Clubs (cross-fit, martial arts, club sports: volleyball, badminton, and similar)	C

Bakeries	P
Banking, Credit Unions, Financial Services	P
Blueprinting and photocopying	P
Convenience Markets, excluding alcohol sales	P
Convenience Markets, including alcohol sales	C
Commercial Recreation, includes batting cages, climbing walls, trampoline, bounce house, indoor golf/driving range, and similar commercial recreation uses	C
Courier Services	P
Commercial Day Care Facilities	P
Eating Establishments - Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to fast food, cafe, deli, coffee shop, and similar uses.	P
Food services with live entertainment	C
Fast Food with Drive-Thru	C
Health Clubs and Gymnasiums	C
Restaurants with Alcoholic Beverage Sales	C
Recharging Stations	P
Service Stations	C
Service Commercial uses including barbers and beauty parlors, dry cleaners, laundries, shoe repair, tailors	P
Hotel and Motel uses, including extended stay	P
General Retail permitted in the CC zone of the BMC	P
Other Uses	
Schools (vocational, trade, higher education)	C
Public Utility uses and structures	A
Telecommunications facilities/cell site associated with a permitted or conditionally permitted primary use	A
Telecommunications facilities/cell site, independent	C
Other uses not listed but similar in nature and consistent with the intent of the Specific Plan subject to the Community Development Director's interpretation	

Planning Area 3 – Open Space

Planning Area 3 is approximately 30.6 net acres set aside for natural, unimproved open space. It of property and contains slopes and a natural drainage course which traverse the property. This open space area will have no access from the development areas to the north, and no planned roadways within it except for potential maintenance access for infrastructure easements.

The open space in Planning Area 3 may include the following uses:

1. Natural open space
2. Pedestrian trails
3. Stream course and drainage facilities
4. Public Works and/or Infrastructure facilities (including water/sewer/drainage easements)
5. Fuel modification zones
6. Habitat restoration
7. Interpretive areas, including public information kiosks.
8. Wireless communications facilities as provided in the Beaumont Zoning Ordinance

Parking

The chart below provides parking standards for uses within the specific plan:

Parking	
Item	Parking Ratio
Office/Ancillary Retail Medical Office	1 space/200 sf 0.9 space/250 sf*
E-Commerce	
First 40,000 sf	1 space/1,000 sf
40,000 sf	1 space/4,000 sf
Ancillary office Tractor/Trailer	1 space/ 250 sf 1 space per 4 dock doors
Manufacturing	1 space/500 sf 1/250 sf
Ancillary office	
Warehouse	1 space/1,000 sf
General Retail	0.75 spaces/200 sf*
Restaurants, Fast Food Restaurants, Sit-Down	1 space/100 sf 1 space/100 sf
Hotel/Motel	1.15 spaces/key plus 7.50 spaces per ksf
Bicycle Parking	per CalGreen
Carpool Stalls	per CalGreen

Parking requirements will be calculated based on the requirements above. Parking stall standards shall be designed in accordance with the Beaumont Municipal Code.

Signage and Lighting

A master signage program will be prepared and submitted for approval by the Planning Commission prior to any signage being reviewed or constructed.

All lighting will be reviewed and approved through the plan check process. All lighting must conform to the City of Beaumont Dark Sky Ordinance.

Design Guidelines (Chapter 4.0)

The design guidelines establish the concepts and features envisioned for the specific plan. The design guidelines are utilized in conjunction with the development standards when reviewing the development. The design guidelines are oriented around two main elements: landscape and architecture.

The Architectural Design Guidelines describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and provide a basis for decisions regarding the aesthetic elements of the built environment. The Landscape Guidelines describe general landscaping requirements, including streetscape design, entry treatments, signage, water quality features, walls and fencing, and lighting.

Development within the Specific Plan will be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel utilizing appropriate wayfinding measures visible to pedestrians and all vehicles, including large truck traffic. The site will also be designed so any check-in point for trucks are well inside the facility and that there are no trucks queuing outside the facility. Some public safety aspects of design include entry ways which are visible from the street or a drive aisle, landscape design which limits hiding places and well lit pathways, loading docks and building entries.

Design guidelines within the specific plan recognize buildings should be oriented so loading areas are screened from view from streets and public areas. Long, horizontal stretches of buildings or walls should be broken up through a change in materials or other elements to provide visual interest and deter vandalism. Materials and colors utilized throughout the development should be consistent.

Administration and Implementation (Chapter 5.0)

The specific plan and related entitlements are administered and implemented by the City's Planning Department in conjunction with other City departments and external agencies. The chart below shows the review authority for various components of the entitlements:

Review Authority	
Review Authority	Permit or Approval Type
Director	Administrative Plot Plan Review 1
	Minor Modifications per Section 5.1.6
Public Works	Lot Line Adjustment and Parcel Merger
Planning Commission	Conditional Use Permit 2
	Plot Plan
	Variances 3
	Appeals of Staff Decisions
	Sign Programs
City Council 4	Specific Plan adoption and amendments
	General Plan Amendment
	Tentative Tract Map/Tentative Parcel Map
	Code Amendments
	Appeals
<ol style="list-style-type: none"> 1. For applications consistent with the Specific Plan/s land uses and in substantial conformance development standards, applications for new development are to be approve administratively. 2. For Uses identified with a "C" in Section 3 of this Specific Plan. 3. For requests that exceed the provisions of Section 3 of this Specific Plan. 4. City Council actions are preceded by a Planning Commission 	

The implementation chapter of the specific plan also outlines maintenance responsibilities for areas within the project. Maintenance of private parking area aisles, parking area circulation, and common landscape areas will be the responsibility of a commercial association to be formed within the Specific Plan area. The maintenance association(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, Best Management Practices (BMPs), and other responsibilities as necessary. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by property owners or a maintenance district.

Financing, Ownership, and Maintenance			
Improvement	Financing	Ownership	Maintenance
Water System	Developer	Water District	Water District
Sewer System	Developer	Private/Public	Private/City
Drainage System			
-Backbone	Developer	Private/Public	Private/City
-BMPs	Developer	Private	Private
Street Improvements Cherry Valley Blvd Brookside Ave, entry drives	Developer	City	City
Private Internal circulation	Developer	Private	Private
Landscaping			
-Public Right-of-Way	Developer	City Private	City Private
-Common	Developer	Private	Private
-Private plantings	Developer		
Open Space (PA 3)	Developer (permits)	Private ¹	Private

General Plan Conformance

The project location is currently designated as Single-Family Residential in the City's General Plan. This designation was applied as part of the approvals for the Sunny Cal Specific Plan. The General Plan was updated, taking effect in January 2021 and the designation for this location remained unchanged. There are a number of General Plan goals the proposed project would meet or help achieve. These are noted in Appendix B of the Summit Station Specific Plan.

The entitlements considered through this hearing process, consist of discretionary requests to change the General Plan designation and the zoning and uses allowed. The Draft EIR analyzed the proposed changes to the General Plan along with project alternatives and related impacts, all of which will be discussed in the EIR section of this report.

SB330 No Net Loss

On October 9, 2019, the California Legislature adopted Senate Bill 330 (SB330) which, among other things, adopted Government Code Section 66300, declared a housing crisis in the State of California and imposed certain requirements designed to streamline the construction of new housing, and prevent the loss of existing housing and land available for future residential use, unless replaced in other areas of the affected jurisdiction to ensure no net loss in residential capacity. SB330 became effective on January 1, 2020.

In an effort to comply with SB330 the City established a no Net Loss Program in August of 2021. This program provides, concurrent with the approval of any change in zone from a residential use to a less intensive or non-residential use, a density bonus will become available to project applicants seeking to develop property for residential use within the City. In doing so, the Program will ensure that there is no net loss of residential capacity within the City as required by SB330.

The proposed project is requesting a change in zone from a residential specific plan to a non-residential specific plan. The proposed change is subject to SB330 and is required to comply with the program. If the proposed project is approved, the 560 currently entitled units would become part of the bank of units available to future residential developers through a density bonus agreement. The complete No Net Loss Program is found in Beaumont Municipal Code Chapter 17.20.

Draft Environmental Impact Report (DEIR)

A Draft Environmental Impact Report (DEIR) has been prepared to examine the potential environmental effects of the proposed projects and its alternatives. The proposed Draft Specific Plan, GPA, TPM, Plot Plans and DEIR have now been completed and the formal public review and hearing process has commenced. The DEIR was circulated for a 45-day public review and comment period on April 21, 2022. The conclusion of the review period occurred on June 6, 2022. The environmental consultant is preparing responses to any comments made during the public review of the DEIR. The responses to the comments and any associated changes or additions to the DEIR will then be compiled into a final EIR for the City Council's consideration along with the Mitigation Monitoring Plan, Findings of Fact, and Statement of Overriding Considerations.

The DEIR addresses several potential issues associated with the project, including aesthetics, agricultural resources, air quality, greenhouse gas emissions, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise, public service, traffic and utilities. Mitigation measures proposed for many of the impacts are summarized in Chapter 1 (Executive Summary) of the DEIR. All impacts of the Project can be mitigated to less than significant levels with the exception of air quality, greenhouse gas emissions, noise, and transportation.

Prior to the preparation of the DEIR, the City circulated a Notice of Preparation (NOP) from September 22, 2021 to October 22, 2021 and a public scoping meeting was held during the 30-day public review period, on October 7, 2021 at 6:00 PM at the Beaumont Civic Center.

In addition to the proposed project, the DEIR analyzed three (3) project alternatives: (1) No Project/Existing Specific Plan, (2) Reduced Building Intensity and (3) Environmentally Superior Alternative. Each of these alternatives are discussed in detail in Section 6 of the DEIR.

Despite a number of project design features and mitigation measures that serve to reduce the environmental impact of the project to less than significant, the DEIR has found that there will be impacts to the environment concerning air quality, greenhouse gas and transportation that cannot be mitigated to a level of less than significant.

Air Quality

The project would conflict with or obstruct implementation of the applicable air quality plan (Impact 4.2-1).

The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Impact 4.2-2).

Greenhouse Gas Emissions

The project would generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment (Impact 4.7-1).

The project would conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (Impact 4.7-2).

The project would result in significant cumulative GHG emissions.

Noise

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue).

Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity.

Transportation

The project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) (Impact 4.15-2).

The project would result in significant cumulative transportation impacts.

With the adoption of Senate Bill (SB) 743, the State of California changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly and privately initiated projects. The law changed the way local jurisdictions, analyze transportation impacts from development projects and identify mitigation measures to reduce those impacts. SB 743 became effective on July 1, 2020. The previous practice of evaluating traffic transportation impacts used road congestion and delay or level of service (LOS) to determine mitigation measures. SB 743 requires the amount of driving and length of trips – as measured by "vehicle miles traveled" or VMT – be used to assess transportation impacts on the environment for CEQA review. These

impacts will be reduced or “mitigated” by options such as Transportation Demand Management (TDM), increasing transit options, or providing for active transportation such as walking and biking. Due to the changes in analysis required by SB743, there are no mitigation measures required through the CEQA process.

The City of Beaumont realized the change to VMT analysis as part of CEQA would greatly reduce the City’s ability to require mitigation for traffic impacts. So, as part of the General Plan Update, the City retained the right to analyze Level of Service (LOS) in addition to VMT, and to require mitigation accordingly. The improvements listed on page five (5) of this report, have been identified as mitigation for Level of Service and are included as conditions of approval for this project.

The project will also be responsible for paying its fair share for other necessary area-wide traffic improvements by paying the City’s Development Impact Fees (DIF) and the Riverside County Transportation Uniform Mitigation Fees (TUMF).

The complete list of mitigation measures for Air Quality, Greenhouse Gas, Noise and Transportation along with the other sections analyzed in the DEIR can be found in the Mitigation Monitoring Reporting Program as an attachment to this staff report.

The City will need to adopt a Statement of Overriding Considerations on these specific air quality, greenhouse gas, noise and transportation impacts identified in the DEIR in order to certify the final EIR. Responses to the public comments on the DEIR will be prepared prior to the City Council’s review of the project and final EIR. The responses to comments, Planning Commission recommendation and final EIR will then be reviewed in sum by the City Council in conjunction with the Council’s action on the proposed project applications.

During the DEIR 45-day public review and comment period beginning April 21, 2022, and ending June 6, 2022, the City received numerous comments from area residents, public agencies and private firms. Copies of all correspondence has been provided to the Commission and is included as an attachment to this report.

In conclusion, the requests before the Commission are discretionary in nature and include the following: Specific Plan (SP2021-0005), General Plan Amendment (PLAN2021-0656) Tentative Parcel Map 38223 (PM2021-0009), Plot Plan (PP2021-0388, Plot Plan (PP2021-0390), Plot Plan (PP2021-0392), and Environmental Impact Report (ENV2021-0017). The DEIR analyzed the proposed project and proposed mitigation where feasible. A Statement of Overriding Considerations must be adopted in conjunction with certification of the final EIR. The final EIR will be prepared and will

comprise the DEIR, Responses to Comments, the Mitigation Monitoring and Reporting Plan, Findings of Fact, and Statement of Overriding Considerations. The final EIR will be presented to the City Council for their review and proposed certification of the adequacy of the documents at a future noticed public hearing concerning the project applications.

Recommended Action:

Hold a public hearing; and,

Forward a recommendation to the City Council to:

1. Certify the Environmental Impact Report (PLAN2021-0017); Adopt a Statement of Overriding Considerations; Adopt General Plan Amendment (PLAN2021-0656); Adopt Specific Plan (SP2021-0005); Approve Tentative Parcel Map 38223 (PM2021-0009); and Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391, or
2. Make Modifications and Certify the Environmental Impact Report (PLAN2021-0017); Make Modifications and Adopt a Statement of Overriding Considerations; Make Modifications and Adopt General Plan Amendment (PLAN2021-0656); Make Modifications and Adopt Specific Plan (SP2021-0005); Make Modifications and Approve Tentative Parcel Map 38223 (PM2021-0009); and Make Modifications and Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391, or
3. Not Certify the Environmental Impact Report (PLAN2021-0017); Not Adopt a Statement of Overriding Considerations; Not Adopt General Plan Amendment (PLAN2021-0656); Not Adopt Specific Plan (SP2021-0005); Not Approve Tentative Parcel Map 38223 (PM2021-0009); and Not Approve Plot Plans PP2021-0388, PP2021-0390 and PP2021-0391.

Attachments:

- A. Draft Environmental Impact Report (without appendices)
- B. Draft Findings of Fact of Overriding Considerations
- C. Draft Summit Station Specific Plan
- D. Tentative Parcel Map (TPM) No. 38223
- E. Draft Conditions of Approval – TPM 38223
- F. Plot Plan PP2021-0388 Site Plan (Building 1)
- G. Draft Conditions of Approval – PP2021-0388
- H. Plot Plan PP2021-0390 Site Plan (Building 2)
- I. Draft Conditions of Approval – PP2021-0390
- J. Plot Plan PP2021-0391 Site Plan (Building 3)

- K. Draft Conditions of Approval – PP2021-0391
- L. General Plan Land Use Designation Map
- M. Zoning Map
- N. Photo Simulations
- O. Aerial Photograph
- P. Proof of Publication
- Q. Comment Letters