



## BEAUMONT SUMMIT STATION PROJECT

### FINAL ENVIRONMENTAL IMPACT REPORT

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Plot Plan - PP2021-0388  
General Plan Amendment - PLAN2021-0656  
Tentative Parcel Map - PM2021-0009  
Specific Plan Adoption - SP2021-0005

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## Section 1.0 Introduction

### 1.1 INTRODUCTION

The City of Beaumont has prepared this Final Environmental Impact Report (FEIR) in compliance with the California Environmental Quality Act (CEQA) for the Beaumont Summit Station Project (Project). The City is required, after completion of a DEIR (State Clearinghouse No. 2021090378), to consult with and obtain comments from public agencies having jurisdiction by law with respect to the Project and provide the general public with an opportunity to comment on the DEIR. This FEIR has been prepared to respond to comments received on the DEIR, which was circulated for public review from April 21, 2022 through June 6, 2022. The preceding Table of Contents provides a list of all persons, organizations, and public agencies who commented on the DEIR.

The City will evaluate comments on environmental issues from persons who reviewed the DEIR and will prepare a written response, pursuant to CEQA Guidelines §15088(a). The written response must address any significant environmental issues raised. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the Project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines §15204, §15088). Those comments are responded to in **Section 2.0, Comments on the Draft EIR and Responses to Comments**.

State CEQA Guidelines §15088 recommends that where a response to comment makes important changes in the information contain in the text of the DEIR, that the Lead Agency either revise the text of the DEIR or include marginal notes showing that information. Added or modified text is shown in **Section 3.0, Errata**, by underlining (example) while deleted text is shown by striking (~~example~~). The additional information, corrections, and clarifications are not considered to substantively affect the conclusions within the EIR and therefore the City has determined that recirculation of the DEIR is not required as none of the criteria for recirculation under CEQA Guidelines Section 15088.5 have been met.

CEQA Guidelines §15132 indicates that the contents of a FEIR shall consist of:

- (a) The DEIR or a revision of the draft.
- (b) Comments and recommendations received on the DEIR either verbatim or in summary.
- (c) A list of persons, organizations, and public agencies commenting on the DEIR.
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency.

Pursuant to CEQA Guidelines §15088(b), the City will provide written responses to comments to any public agency that commented on the DEIR, at least ten (10) days prior to the City Council consideration of certifying the EIR as adequate under CEQA. Written responses to comments will also be provided to

non-public agency individuals, organizations, and entities that commented on the DEIR. In addition, the FEIR will be made available to the general public at the City's Planning Division office and on the City's website a minimum of 10 days prior to the Planning Commission public hearing.

The FEIR, along with other relevant information and public testimony at the Planning Commission and City Council's public hearings, will be considered by the City's Council. Next, the Planning Commission would recommend EIR certification and Project approval to the City Council.

## 1.2 ORGANIZATION OF EIR

This FEIR provides the requisite information required under CEQA and is organized as follows:

- **Section 1.0: Introduction.** This section provides an introduction to the FEIR, including the requirements under CEQA, the organization of the document, as well as a brief summary of the CEQA process activities to date.
- **Section 2.0: Comments on the Draft EIR and Responses to Comments.** This section provides a list of public agencies, organizations, and individuals commenting on the DEIR, provides a copy of each written comment received, and any response required under CEQA.
- **Section 3.0: Errata to the Draft EIR.** This section presents clarifications, amplifications, and insignificant modifications to the EIR, identifying revisions to the text of the document.

## 1.3 CEQA PROCESS HISTORY

The City has complied with relevant Public Resources Code provisions and CEQA Guidelines regarding the preparation and processing of the Project EIR. A brief summary of the Project's CEQA process is as follows:

- A Notice of Preparation (NOP) informing interested parties and agencies of the Project was distributed on September 22, 2021.
- Written and verbal comments were given at a public scoping meeting held for the Project on October 7, 2021.
- Following a Notice of Completion (NOC), the DEIR and Notice of Availability was distributed for public review and comment for a 45-day period, beginning April 21, 2022. The public review period closed on June 6, 2022.

## 1.4 CHANGES TO THE DRAFT EIR

As previously stated, **Section 3.0, Errata** to the Draft EIR, details the changes to the DEIR. In response to public comments, text changes have been made to DEIR sections to clarify and amplify the analysis or mitigation measures, and to make insignificant modifications to the DEIR. This information does not rise to the level of significant new information as the resulting impact analysis and alternatives considered remain essentially unchanged, and no new or more severe impacts have been identified. These changes do not warrant DEIR recirculation pursuant to California Public Resources Code §21092.1 and CEQA Guidelines §15088.5. As discussed herein and as elaborated upon in the respective Response to Comments, none of the clarifications or changes made in the Errata reflect a new significant environmental impact, a "substantial increase" in the severity of an environmental impact for which

mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted, nor do the Errata reflect a “fundamentally flawed” or “conclusory” DEIR. In all cases, as discussed in individual responses to comments and DEIR Errata, these minor clarifications and modifications do not identify new or substantially more severe environmental impacts that the City has not committed to mitigate. Therefore, the public has not been deprived of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or an unadopted feasible Project alternative or mitigation measure. Instead, the information added supports the existing analysis and conclusions, and responds to inquiries made from commenters. Therefore, this FEIR is not subject to recirculation prior to certification.

CEQA Guidelines §15088.5 describes when an EIR requires recirculation prior to certification, stating in part:

- “(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:*
- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to apply it.*
  - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043).*
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.”*

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## Section 2.0 Comments and Responses to Draft EIR

This section includes all comments received by the City on the Draft Environmental Impact Report (DEIR), including written comments and comments submitted online via email to the City. The City circulated the DEIR for a 45-day review period as required by CEQA. The review period ran from April 21, 2022 through June 6, 2022.

### 2.1 INTRODUCTION TO COMMENTS AND RESPONSES

In accordance with CEQA Guidelines §15132, **Table 2.0-1, Comments from Public Agencies and Organizations** below provides a list of those parties that provided written comments on the DEIR during the public review period. Copies of the written comments are provided in this section and have been annotated with the assigned letter along with a number for each comment. Each comment is followed by a written response which corresponds to each commenter.

**Table 2.0-1: Comments from Public Agencies and Organizations**

Reference	Commenter	Date
<b>State</b>		
S1	California Department of Fish and Wildlife Heather Pert, Acting Environmental Program Manager	June 06, 2022
<b>Regional</b>		
R1	Santa Ana Regional Water Quality Control Board Terri S. Reeder, PG, CEG, CHG Supervisor, Coastal Waters Planning and CEQA Section	May 12, 2022
R2	South Coast Air Quality Management District Dung Nguyen	May 13, 2022
R3	Riverside Transit Agency Mauricio Alvarez, Planning Analyst	April 22, 2022
<b>Local</b>		
L1	County of Riverside, Department of Environmental Health Kristine Kim, REHS	May 04, 2022
L2	Beaumont Unified School District, Facilities & Planning Team Diane Mendez	April 21, 2022
L3	City of Calimesa Kelly Lucia, M. URP., Planning Manager	June 06, 2022
<b>Tribal</b>		
T1	Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Office Arysa Gonzalez Romero, Cultural Resources Analyst	May 20, 2022
<b>Organizations/Interested Parties</b>		
O1	Adams Broadwell Joseph & Cardozo, Attorneys at Law Sheila M. Sannadan, Legal Assistant Lorrie J. LeLe, Legal Assistant	May 09, 2022

Reference	Commenter	Date
O2	Mitchell M. Tsai, Attorney at Law Malou Reyes, Paralegal	June 06, 2022
O3	Adams Broadwell Joseph & Cardozo, Attorneys at Law Tara C. Rengifo, Alisha C. Pember,	June 02, 2022
O4	Cherry Valley Acres and Neighbors Pat Doherty, Treasurer	May 30, 2022
O5	Solera Oak Valley Greens Association, Board of Directors Christine Rodgers, Vice President of Large Scale Community Management	May 18, 2022
O6	Center for Biological Diversity, Urban Wildlands Program Hallie Kutak, Senior Conservation Advocate	May 12, 2022
O7	Blum Collins & Ho, LLP., Attorneys at Law Gary Ho	June 06, 2022
<b>General Public</b>		
G1	Sonny Lee	April 21, 2022
G2	Mary Daniel	May 01, 2022
G3	Allan Lovelace	April 23, 2022
G4	Gayla Faux	April 25, 2022
G5	Dolores Weitz	April 22, 2022
G6	Pablo Soto	April 22, 2022
G7	Steven Mehlman	April 25, 2022
G8	Richard Hobson	April 27, 2022
G9	Eugene DeFouw	June 01, 2022
G10	Carol Marquez	June 06, 2022
G11	Kathleen Schneider	June 01, 2022
G12	Roger Thompson	May 31, 2022
G13	Linda Amarante	May 30, 2022
G14	Helen Messrah	May 30, 2022
G15	Gerald Griffin	May 28, 2022
G16	Mark and Audrey Larsh	May 28, 2022
G17	Patricia Skriletz	April 27, 2022
G18	Patricia Norcutt	April 28, 2022
G19	John and Sandra Stearn	May 26, 2022
G20	Wiltraud Dukes	May 25, 2022
G21	Janet Hawkesworth	May 25, 2022
G22	Lane Joel	May 25, 2022
G23	Kevin Trudgeon	May 24, 2022
G24	Joyce Bartholomew	May 24, 2022
G25	Sharon Geiser	May 24, 2022
G26	Julio and Gwen Clementin	May 23, 2022
G27	Penny Key	May 23, 2022
G28	Steve Rutledge	May 23, 2022

Reference	Commenter	Date
G29	Bettie Erickson	May 22, 2022
G30	Diane Gell	May 22, 2022
G31	Ronnie Zacker	May 21, 2022
G32	Tim Pavlian	May 21, 2022
G33	Michael Tulledge	May 21, 2022
G34	Carol Ennis	May 21, 2022
G35	Albert Sanderson	May 20, 2022
G36	Phil and Carolyn Bonanno	May 20, 2022
G37	Cathy Frates	May 20, 2022
G38	Lisa and Tony Lucchesi	May 20, 2022
G39	Ann C. Hasbargen	May 20, 2022
G40	Jonathon Lanza	May 18, 2022
G41	Rafael Gutierrez	May 17, 2022
G42	Joanna Gutierrez	May 17, 2022
G43	Charles and Hildegard Davis	May 17, 2022
G44	James and Peggy Rockwell	May 15, 2022
G45	Joseph Leon	May 14, 2022
G46	Mel and Cecilia Irwin	May 14, 2022
G47	George J. Newlin	May 14, 2022
G48	Ron Bogle	May 13, 2022
G49	Shirley Slick	May 13, 2022
G50	Marcia Beyer-Casem	May 12, 2022
G51	Kathleen Maroste	May 12, 2022
G52	David L. Scott	May 12, 2022
G53	Vallarie Clegg	May 11, 2022
G54	David and Mary Burke	May 11, 2022
G55	James Gleason	May 11, 2022
G56	Joel Sr.	May 11, 2022
G57	Arthur Wallace	May 11, 2022
G58	Mike	May 11, 2022
G59	Lisa Mertins	May 09, 2022
G60	Jon Elliott	May 06, 2022
G61	Julienne LeMaster	May 06, 2022
G62	Katherine Edwards	May 05, 2022
G63	Harry and Nadine Fieger	May 05, 2022
G64	Janice Kuhn	May 04, 2022
G65	Sarah Godbold	May 04, 2022
G66	Deborah Holley	May 04, 2022
G67	MaryAnne Pickett	May 04, 2022
G68	Dan Merritt	May 04, 2022
G69	Holly and Jerry Liversage	May 04, 2022
G70	Russell Buckland	April 29, 2022

Reference	Commenter	Date
G71	Geoffrey Wilson	April 28, 2022
G72	Rick Craven	April 28, 2022
G73	Fran Krieger	June 01, 2022
G74	Debbie Connor	June 01, 2022
G75	Susan Cunningham	June 02, 2022
G76	Cindi Deats	June 02, 2022
G77	Barbara Searcy	June 02, 2022
G78	Laura Ramirez	June 02, 2022
G79	Gregory and Deborah Chamberlin	June 02, 2022
G80	Jerry and Gladi Wilmes	June 02, 2022
G81	Anita Finkelstein	June 02, 2022
G82	Diana Tull	June 02, 2022
G83	Ryan Fuentes	June 02, 2022
G84	Brad McDuffee	June 03, 2022
G85	Kathy Krause	June 03, 2022
G86	Bud Charlick	June 03, 2022
G87	Gary M. Stoh	June 03, 2022
G88	Paula Walek	June 03, 2022
G89	Maureen Imoe	June 04, 2022
G90	Linda Clark	June 04, 2022
G91	Jean Bowman	June 04, 2022
G92	Jesse Donardt	June 04, 2022
G93	Barbara and Wayne Otte	June 04, 2022
G94	Shelia Kelly	June 04, 2022
G95	Donna Littlefield	June 04, 2022
G96	Dr. Helmuth and Susan Fritz	June 04, 2022
G97	Catherine Frates	June 04, 2022
G98	Richard Bennecke	June 05, 2022
G99	Sharon Sylva	June 05, 2022
G100	Robert Radabaugh and Rachel Lyon	June 05, 2022
G101	Katuria Julius	June 05, 2022
G102	John Mitchell	June 05, 2022
G103	Diane Franklin	June 05, 2022
G104	Jerrie Offerdahl	June 05, 2022
G105	Caroline Sherwood	June 05, 2022
G106	Doris Foreman	June 05, 2022
G107	Joe Rose	June 05, 2022
G108	Gail West	June 06, 2022
G109	James and Susan Karalun	June 06, 2022
G110	Ronald and Debbie Monroe	June 06, 2022
G111	Michael Collins	June 06, 2022
G112	Sharon Sylva	June 05, 2022

Reference	Commenter	Date
G113	MaryL. Noll	June 06, 2022
G114	Jodi Lindman	June 06, 2022
G115	Laura Welch	June 06, 2022
G116	Dennis James	June 06, 2022
G117	James and Sherri Andervich	June 06, 2022
G118	Russell Thompson	June 06, 2022
G119	Carlos Gutierrez	June 06, 2022
G120	Judith Kropf	June 06, 2022
G121	Susan Gagnon	June 06, 2022
G122	Nancy Carroll	June 06, 2022
G123	Ron Roy	June 06, 2022
G124	Blair M. Ball	June 06, 2022
G125	Nancy Hall	June 06, 2022
G126	Jeff Hewitt	June 06, 2022
G127	Penny Quinn	June 06, 2022
G128	Julie Janesin	June 06, 2022
G129	Lori Ellison	June 06, 2022
<b>General Public Late Letters</b>		
G130	Jennie Rose Sylva	June 07, 2022
G131	Adam Salcido	June 07, 2022

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## Comment Letter S1 – California Department of Fish and Wildlife

Heather Pert, Acting Environmental Program Manager



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
Inland Deserts Region  
3602 Inland Empire Boulevard, Suite C-220  
Ontario, CA 91764  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

GAVIN NEWSOM, Governor  
CHARLTON H. BONHAM, Director



June 6, 2022  
Sent via email

Christina Taylor  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223

Subject: Draft Environmental Impact Report, Beaumont Summit Station Project,  
State Clearinghouse No. 2021090378

Dear Ms. Taylor:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Specific Plan Project (Project), State Clearinghouse No. 2021090378, pursuant to the California Environmental Quality Act (CEQA) statute and guidelines<sup>1</sup>. Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants, and their habitats. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code (Fish & G. Code).

S1-1

### CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Fish & G. Code, § 1802.) Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

S1-2

CDFW may also act as a Responsible Agency regarding any discretionary actions under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381, such as the issuance of a Lake or Streambed Alteration Agreement (Fish & G. Code Sections 1800

<sup>1</sup>CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

*Conserving California's Wildlife Since 1870*

Christina Taylor, Community Development Director  
City of Beaumont  
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*et seq.*), a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (Fish & G. Code Sections 2080 and 2080.1) and/or for administering the Natural Community Conservation Planning Program (NCCP). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit. CDFW is providing the following comments as they relate to the Project's consistency with the MSHCP and the CEQA.

## PROJECT DESCRIPTION SUMMARY

### *Project Location*

The proposed Project site is in the northwestern portion of the City of Beaumont, California. The Project site is approximately 191 acres located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10). All proposed changes associated with the Project are located within areas previously annexed to the City of Beaumont by Local Agency Formation Commission (LAFCO). The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017. The Project is within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

### *Project Description*

The proposed Project, a comprehensive amendment of the Sunny-Cal Specific Plan, includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. The Project site is divided into five parcels, with Parcels 1, 2, and 3 designated for e-commerce uses with supporting office. Parcel 4 would include the development of up to 150,000 square feet of commercial uses, including a four-story hotel, restaurant, and retail. Parcel 5, located in Planning Area 3 along the southern portion of the Project site, would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space in Parcel 5.

## COMMENTS AND RECOMMENDATIONS

CDFW's comments and recommendations on the DEIR are explained below.

S1-3



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City of Beaumont  
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## General Comments

### *MSHCP Implementation Concurrent with CEQA*

The DEIR includes a Biological Resources and MSHCP Consistency Report that discusses, among other items, the Project's impacts to riparian/riverine areas and proposed mitigation to offset these impacts. However, the DEIR does not indicate if a Determination of Biologically Equivalent or Superior Preservation (DBESP) report will be sent to the Wildlife Agencies for review and response prior to the City's approval of the DBESP.

The City of Beaumont's Resolution No. 2004-58, which established procedures and requirements for implementation of the MSHCP, requires that upon the City's initiation of a project that is subject to CEQA, the City shall be required to comply with the procedures and requirements of the MSHCP. The proposed Project is a MSHCP Covered Activity and subject to MSHCP implementation procedures. Sections 6.1.2, 6.1.3, and 6.3.2 of the MSHCP require that if an avoidance alternative is not feasible and a practical alternative is instead selected, a DBESP shall be made by the Permittee and Wildlife Agencies shall be notified and be provided a 60-day review and response period prior to approval of the DBESP. The Wildlife Agencies request that the DEIR is revised to indicate that a DBESP will be sent to the Wildlife Agencies for a 60-day review and response period prior to the City approving the DBESP. Further, MSHCP implementation should be completed prior to adoption of the DEIR.

S1-4

CDFW requests the following mitigation measure, highlighted in bold, is added to the DEIR.

### **MM BIO-X:**

The proposed Project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to adoption and approval of the DEIR, the City of Beaumont will ensure full implementation of the Western Riverside County Multiple Species Habitat Conservation Plan for the Project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation to the California Department of Fish and Wildlife and the US Fish and Wildlife Service for a 60-day review and response period prior to the City approving the DBESP and finalizing the DEIR.

S1-5

### **Mitigation Measures for Project Impacts to Biological Resources**

#### *On-site Avoided Riparian/Riverine Areas*

The DEIR indicates that Planning Area 3, which includes approximately 6.07 acres of riparian/riverine areas, will be avoided by the Project and left as open space. However, Planning Area 3 is not proposed in the DEIR to be protected under any legal instrument

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such as a conservation easement or deed restriction and therefore the area is subject to possible development in the future. MSHCP Section 8.1.2 requires that Permittees, through the CEQA process, ensure that project applicants develop project alternatives demonstrating efforts that first avoid, and then minimize direct and indirect effects to the wetlands. If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanism.

CDFW requests the following mitigation measure, highlighted in bold, is added to the DEIR.

**MM BIO-Y:**

**Avoided riparian/riverine areas, and associated functions and values, will be conserved through the use of deed restrictions, conservation easement, or other appropriate mechanisms.**

*Mitigation for Impacts to Riparian/Riverine Areas*

The DEIR also indicates that approximately 2.41 acres of riparian/riverine areas will be permanently impacted by the Project and that these impacts will be offset through the purchase of mitigation credits from Riverpark Mitigation Bank. The Biological Resources Assessment included with the DEIR indicates that Planning Area 3 contains riparian/riverine areas with native vegetation cover including mulefat scrub and documented observation of least Bell's vireo. Given the existing habitat value of onsite riparian/riverine areas and the potential to enhance the function of these onsite resources, the CDFW recommends that the City revise the Project's mitigation to identify the conservation and restoration of the riparian/riverine areas within Planning Area 3 as the preferred mitigation strategy. The conservation and restoration of riparian/riverine areas onsite would provide habitat value for local wildlife and benefit downstream riparian/riverine resources in San Timoteo Creek and the Santa Ana River. The conservation and restoration of riparian/riverine areas located within the proposed avoidance area onsite could provide mitigation that is biologically equivalent or superior to a Project strategy that avoids all impacts to riparian/riverine areas. The Riverpark Mitigation Bank is located in the San Jacinto River Watershed while Project impacts are located in the Santa Ana River Watershed. If mitigation credits were purchased at Riverpark Mitigation Bank as compensatory mitigating for the Project impacts, this mitigation strategy would result in a loss of riparian/riverine areas within the Santa Ana River watershed.

CDFW recommends the following revisions to Mitigation Measure (MM) BIO-4. Requested additions are identified in bold and requested removals are identified in ~~strike through~~.

**MM BIO-4**

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[...]

~~A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. The MSHCP requires that mitigation for impacts to riparian/riverine areas that cannot be avoided is biologically equivalent or superior to a strategy that avoids all impacts to riparian/riverine areas. Compensatory mitigation to offset impacts to jurisdictional aquatic fish and wildlife resources may be implemented through onsite or offsite, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed compensatory mitigation strategy is the onsite conservation and restoration of riparian/riverine areas in the avoided, open-space areas within Planning Area 3. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation of completion of the appropriate regulatory permits.~~

S1-8

#### *Protecting Burrowing Owls*

The DEIR indicates that suitable burrowing owl habitat was found throughout the Project site, but focused burrowing owl surveys did not identify any burrowing owls using the site. MM BIO-2 indicates that pre-construction surveys would be completed, and any burrowing owls identified onsite would be relocated/excluded outside of the breeding season.

There is the potential for burrowing owls to start using burrows on the Project site prior to initiation of Project activities or during Project construction activities. Burrowing Owl Species Objective 6 in Section 9.2 of the MSHCP states that take of active nests will be avoided; therefore, appropriate avoidance and minimization measures need to be identified in the DEIR to protect burrowing owls during burrowing owl nesting season.

To help the Project avoid the take of active nests, CDFW requests the following revisions to MM BIO-2. Requested additions are identified in **bold** and requested removals are identified in ~~strike through~~.

S1-9

#### **MM BIO-2**

**A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls between within 30 and 60 days prior to site disturbance. Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl**

Christina Taylor, Community Development Director  
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habitat, or if burrowing owls are detected after the Project has started, then construction activities shall be halted immediately. If burrowing owls are documented on-site, CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. ~~the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.~~ The Burrowing Owl Plan will be reviewed by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Western Riverside County Regional Conservation Authority.

#### *Protecting nesting birds*

MM BIO-3 in the DEIR relates to avoidance and minimization measures to protect of nesting birds. The measure identifies specific dates for the nesting bird season. CDFW staff have observed that changing climate conditions may result in the nesting bird season occurring earlier and later in the year than the date range identified in these mitigation measures. Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. These regulations apply anytime nests or eggs exist on the Project site.

To help the Project applicant avoid unlawfully taking nests and eggs, CDFW recommends that references to the date range of the nesting bird season are removed from MM BIO-3. CDFW requests the following revisions to MM BIO-3. Requested additions are identified in **bold** and requested removals are identified in ~~strike through~~.

#### **MM BIO-3**

**To ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds,**  
~~Vegetation clearing and ground-disturbing activities should~~ **shall** be conducted outside of the bird nesting season ~~(February 1 through August 31).~~ If avoidance

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of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, diskings, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests. During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid Take of nesting birds.

#### CDFW CONCLUSIONS AND FURTHER COORDINATION

CDFW appreciates the opportunity to comment on the Beaumont Summit Station Project to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts. CDFW requests that the City of Beaumont address CDFW's comments and concerns prior to adoption of the EIR.

Questions regarding this letter or further coordination should be directed to Jacob Skaggs at [jacob.skaggs@wildlife.ca.gov](mailto:jacob.skaggs@wildlife.ca.gov).

Sincerely,

Digitally Signed by  
  
DN: cn=Heather Pert, o=City of Beaumont, ou=City of Beaumont, email=hpert@beaumontca.gov

Heather Pert  
Acting Environmental Program Manager

cc:

Carly Beck, Acting Senior Environmental Scientist Supervisor  
Inland Deserts Region

Office of Planning and Research, State Clearinghouse, Sacramento  
Rollie White, U.S. Fish and Wildlife Service

S1-11

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***Responses to Comment Letter S1 – California Department of Fish and Wildlife  
Heather Pert, Acting Environmental Program Manager***

- S1-1** Comment noted.
- S1-2** Comment noted.
- S1-3** Comment noted.
- S1-4** Comment noted. A DBESP was prepared as part of the DEIR. Refer to **Appendix C3** of the DEIR. Additionally, the DEIR has been revised to include a mitigation measure for agency DBESP review and comment period. Refer to **Section 3.0, Errata**, of this FEIR.
- S1-5** Refer to response to comment S1-4 above.
- S1-6** Comment noted. The DEIR has been revised to include a new mitigation measure to include protection for Planning Area 3 under a legal instrument such as a conservation easement, deed restriction, or other appropriate mechanism. Refer to **Section 3.0, Errata**, of this FEIR.
- S1-7** Comment noted. The DEIR has been revised to include a mitigation proposal that satisfies CDFW, RWQCB, and USACE's mitigation requirements. A pre-application meeting with the regulatory agencies will be requested to clarify potential compensatory mitigation opportunities. Refer to **Section 3.0, Errata**, of this FEIR.
- S1-8** Refer to response to comment S1-7, above.
- S1-9** The Biological Resources Assessment (**Appendix C1** of the DEIR) and EIR burrowing owl pre-construction mitigation measure have been revised per the commenter's request. Refer to **Section 3.0, Errata**, of this FEIR.
- S1-10** The Biological Resources Assessment (**Appendix C1** of the DEIR) and EIR nesting bird mitigation measure have been revised per the commenter's request. Refer to **Section 3.0, Errata**, of this FEIR.
- S1-11** Comment noted.

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**Comment Letter R1 – Santa Ana Regional Water Quality Control Board**

**Terri S. Reeder, PG, CEG, CHG**

**Supervisor, Coastal Waters Planning and CEQA Section**



**Santa Ana Regional Water Quality Control Board**

May 12, 2022

Christina Taylor  
Community Development Director,  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223

Email [CTaylor@BeaumontCA.gov](mailto:CTaylor@BeaumontCA.gov)

**DRAFT ENVIRONMENTAL IMPACT REPORT, BEAUMONT SUMMIT STATION  
SPECIFIC PLAN PROJECT, TRACT MAP NO. 36583, CITY OF BEAUMONT, SCH  
NO. 2021090378**

Dear Ms. Taylor:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Santa Ana Water Board) has reviewed the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station Specific Plan, Tract Map No. 36583 (Project). The Project is proposed for the former Sunny-Cal Egg Ranch site in Beaumont, located along the south side of Cherry Valley Boulevard and north of Brookside Avenue and Interstate 10 (I-10).

R1-1

The Beaumont Summit Station Specific Plan for non-residential buildings would replace the current Sunny-Cal Egg Ranch Specific Plan (497 low-density residences on 158.6 acres). As proposed, three commercial buildings would be constructed on 145.4 acres of a larger rectangular 188-acre Project site that drains toward the west and southwest. Passive open space (31 ac) would be dedicated to protect a natural drainage flowing west along the south side of the site (a detention basin would be built between this southern drainage and the buildings). This southern drainage curves to the northwest. Three smaller drainages originate on the west side of the site and join the southern drainage offsite. West of the site, this consolidated drainage flows through culverts beneath Cherry Valley Boulevard and I-10. While this onsite/offsite drainage system is not heavily vegetated, six sensitive species have been observed in it (DEIR p.4.3-8), including the federally endangered Least Bell's vireo in 2021.

R1-2

Santa Ana Water Board staff recommends that the DEIR incorporate the following comments in order for the Project to best protect water quality standards (numerical and narrative water quality objectives, designated beneficial uses, and the antidegradation policy), as defined in the Water Quality Control Plan for the Santa Ana River Basin (i.e., Basin Plan):

R1-3

KRISTINE MURRAY, CHAIR | JAYNE JOY, EXECUTIVE OFFICER

3737 Main Street, Suite 500, Riverside, CA 92501-3348 | [www.waterboards.ca.gov/santaana](http://www.waterboards.ca.gov/santaana)

Ms. Christina Taylor

- 2 -

May 12, 2022

The western edge of the Project construction footprint would cover the heads of the three tributary drainages referenced above (DEIR p.3-17 and site exhibits). The Project would permanently impact 0.25 ac (3,072 linear feet) of non-wetland waters of the U.S. and state. We understand that the 0.25 ac of federal waters is jurisdictional to the U.S. Army Corps of Engineers (Jurisdictional Delineation Table 1-2) and subject to a Clean Water Act Section 404 Permit. These 0.25 ac of federal waters are included within permanent impacts to both 2.17 ac of vegetational streambed and 0.24 ac of riparian habitat that are jurisdictional to the California Department of Fish and Wildlife (CDFW) as a combined 2.41 acres of waters of the state. The Santa Ana Water Board also accepts jurisdiction for these 2.41 acres of waters of the state (not only for the federal waters). Any additional acreage receiving temporary impacts must be separately reported with mitigation.

R1-4

Compensatory mitigation for the 2.41 ac to be permanently lost is primarily proposed to be the purchase of rehabilitation credits at a 2:1 ratio. Therefore, the DEIR (Mitigation Measure BIO-4) proposes the purchase of 4.82 acres of credits along the San Jacinto River in the Riverbank mitigation bank.

R1-5

The Final EIR should note that on May 26, 2015, the Santa Ana Water Board issued to the previous site developer, CV Communities LLC, a Clean Water Act Section 401 Water Quality Standards Certification (Certification; File No. 332014-20) for the Sunny-Cal Egg Ranch Specific Plan, as a prerequisite to Nationwide Permits Nos. 29 and 43 (404 Permit issued by the U.S. Army Corps of Engineers). This current Specific Plan, and expired Certification with a five-year review period, has never been implemented. Therefore, a new application with filing fee and project fee must be submitted by the new applicant, following consultation with our staff.

R1-6

Our 2015 Certification permitted dredge and fill discharges to waters of the U.S. only (0.23 ac and 3,402 linear feet), with mitigation to be conducted at a 3:1 ratio. However, Santa Ana Water Board staff believe that the new permit should expand coverage to the above-referenced 2.41 acres of impacted state waters, stream-related habitat, and the added importance of sensitive species. Further, the original 3:1 ratio should be retained as more appropriate to this higher level of impacted resources. Permitting for the proposed impacts to 2.41 acres of both state and federal waters with a minimum mitigation of 7.23 ac (3 X 2.41 ac) will require the issuance of waste discharge requirements (WDRs) from our office, instead of a new Certification. The same application may be used for either WDRs or a Certification. Please direct the applicant to the Santa Ana Water Board's Certification link: [https://www.waterboards.ca.gov/santaana/water\\_issues/programs/401\\_Certification](https://www.waterboards.ca.gov/santaana/water_issues/programs/401_Certification)

R1-7

The Final EIR should consider that the impacted acreage of site drainages, and consequent application and mitigation fees, could be lessened through the Reduced Building Intensity Alternative (DEIR p. 1-5). This would constitute the Environmentally Superior Alternative under CEQA and we understand that it would shrink the Project's construction footprint by 15 percent. While the proposed Project footprint would have its western edge erase the "heads" of the three tributary drainages referenced above, we note that if more of the footprint could be withdrawn from those drainages and their

R1-8

Ms. Christina Taylor

- 3 -

May 12, 2022

impacted hydrology, then less acreage would require mitigation. If possible, an agreement to plant and permanently preserve all remaining drainages south and west of the Project footprint could potentially provide the optimum mitigation in this case.

If you have any questions, please contact Glenn Robertson of our Coastal Waters Planning and CEQA Section at (951) 782-3259 and [Glenn.Robertson@waterboards.ca.gov](mailto:Glenn.Robertson@waterboards.ca.gov) , or me at (951) 782-4995 and [Terri.Reeder@waterboards.ca.gov](mailto:Terri.Reeder@waterboards.ca.gov)

Sincerely,

Terri S.  
Reeder



Digitally signed by  
Terri S. Reeder  
Date: 2022.05.12  
14:55:43 -07'00'

Terri S. Reeder, PG, CEG, CHG  
Supervisor, Coastal Waters Planning and CEQA Section

U.S. Army Corps of Engineers, Los Angeles office – Stephen Estes  
[Stephen.M.Estes@usace.army.mil](mailto:Stephen.M.Estes@usace.army.mil)

California Department of Fish and Wildlife, Ontario – Breanna Machuca,  
[Breanna.Machuca@wildlife.ca.gov](mailto:Breanna.Machuca@wildlife.ca.gov)

U.S. Fish and Wildlife Service, Palm Springs – Karin Cleary-Rose  
[Karin\\_Cleary-Rose@fws.gov](mailto:Karin_Cleary-Rose@fws.gov)

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***Responses to Comment Letter R1 – Santa Ana Regional Water Quality Control Board***

***Terri S. Reeder, PG, CEG, CHG Supervisor, Coastal Waters  
Planning and CEQA Section***

- R1-1** This comment acknowledges that the Regional Water Quality Control Board, (Santa Ana Water Board) has received the DEIR. The commentor also acknowledges the location of the Project.
- R1-2** The commentor is describing the Project, as identified in the DEIR.
- R1-3** Comment noted.
- R1-4** Comment noted. In light of RWQCB's comments on the DEIR for this specific project and associated on-site aquatic resources, the pending RWQCB application and DEIR has been updated to reflect that the on-site jurisdiction for the RWQCB and CDFW are the same. Refer to **Section 3.0, Errata**, of this FEIR.
- R1-5** Comment noted.
- R1-6** Comment noted. The prior project 401 Certification was not implemented and has expired. A new application with filing fee and project fee will be submitted after a Consultation meeting with the Corps of Engineers. A new application will be submitted to the RWQCB.
- R1-7** Comment noted. The Biological Resources Assessment (**Appendix C1**) and the DEIR has been revised to include a mitigation proposal that satisfies CDFW, RWQCB, and USACE's mitigation requirements. A pre-application meeting with the regulatory agencies will be requested to clarify potential compensatory mitigation opportunities. Refer to **Section 3.0, Errata**, of this FEIR.
- R1-8** Refer to response to comment R1-7 above. Additionally, as identified on page 6-19 of the DEIR, under the Reduced Building Intensity Alternative, the construction footprint would be smaller due to the 15 percent reduction in e-commerce building space and associated amenities. This would result in a smaller area of disturbance, leading to a reduction in impact to floodplain and hydrological resources, and water quality due to reduced grading, excavation, or construction activities. As with the proposed Project, mitigation measures would not be required to reduce hydrology and water quality impacts to a level of less than significant. Lesser impacts would occur with implementation of the Alternative 2 due to the reduced footprint. Additionally, the DEIR also determined that the Reduced Building Intensity Alternative would also be the environmentally superior Alternative because it would reduce some of the potentially significant impacts of the proposed Project. However, while the Reduced Building Intensity Alternative is the environmentally superior Alternative, it is not capable of meeting all of the basic objectives of the Project.

*This page intentionally left blank.*

## Comment Letter R2 – South Coast Air Quality Management District Dung Nguyen

### **Christina Taylor**

---

**From:** Dung Nguyen <dnguyen1@aqmd.gov>  
**Sent:** Friday, May 13, 2022 11:12 AM  
**To:** Christina Taylor  
**Cc:** Lijin Sun  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor.

I have received the email with a OneDrive link and am going through the files to make sure everything works on my end. I will reach out if I encounter any issues. Thank you.

Regards,

Dung Nguyen (*She/Her/Hers*)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

**From:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Sent:** Friday, May 13, 2022 10:25 AM  
**To:** Dung Nguyen <dnguyen1@aqmd.gov>  
**Cc:** Lijin Sun <LSun@aqmd.gov>  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

I just sent an email with a link. Please let me know if you receive it.

CHRISTINA TAYLOR  
*Community Development Director*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



**From:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Sent:** Friday, May 13, 2022 8:22 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor,

I will be calling you shortly to figure it out because I didn't have it.

Regards,

Dung Nguyen (She/Her/Hers)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

**From:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Sent:** Friday, May 13, 2022 8:15 AM  
**To:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** Re: Technical Data Request: Proposed Beaumont Summit Station Project

I attempted to share the information with you via email a couple days ago. Did you receive it?

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212 | Fax (951) 769-8526  
[BeaumontCa.gov](http://BeaumontCa.gov)  
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

**From:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Sent:** Friday, May 13, 2022 7:23:06 AM



To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Cc: Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

Thanks for working on the fix. I'm in the process of reviewing the documents, so if you can, please have the data send over to me by today or Monday (5/16/2022).

Thank you, and I appreciate that.

Regards,

Dung Nguyen (She/Her/Hers)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
Please note South Coast AQMD is closed on Mondays.

From: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Sent: Wednesday, May 11, 2022 10:44 AM  
To: Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
Cc: Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

I am working on a fix. I should have those over to you shortly.

CHRISTINA TAYLOR  
*Community Development Director*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



**From:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Sent:** Wednesday, May 11, 2022 8:57 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I would like to follow up with the technical data requested last week. Do you have any updates on how I can get access to the data or if you can share the data via different links? Thank you!

Regards,

Dung Nguyen (She/Her/Hers)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

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**Sent:** Friday, May 6, 2022 11:06 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I clicked the links you provided, but it brought me to the sign in page (please see the screenshot). Is there another way I can get access to the data? Please advise. Thank you.

**Kimley»Horn**

Kimley-Horn Sign In

ShareFile is a safe, secure method for sharing files. Click Sign In below to access.

Sign In

Client/Guest Sign In

Email

Password

Sign In

☐ Remember Me

[Forgot Password?](#)

Regards,

Dung Nguyen (*She/Her/Hers*)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

**From:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Sent:** Friday, May 6, 2022 10:49 AM  
**To:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

All of the data in your request can be downloaded from the links below.

<https://kimley-horn.securevdr.com/d-3ef898061f63437a>

<https://kimley-horn.securevdr.com/d-2cb7045b343e4799>

<https://kimley-horn.securevdr.com/d-6f2bfd11404143a6>

Please let me know if you have any difficulty accessing this data.

Thank you.

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6<sup>th</sup> Street, Beaumont, CA 92223  
Desk (951) 572-3212 Fax (951) 769-8526  
[Beaumontca.gov](http://Beaumontca.gov)

**From:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Sent:** Wednesday, May 4, 2022 9:42 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** Technical Data Request: Proposed Beaumont Summit Station Project

Dear Ms. Taylor,

South Coast AQMD staff received the Draft Environmental Impact Report (Draft EIR) for the Proposed Beaumont Summit Station Project (South Coast AQMD Control Number: RVC220421-04). Staff is currently in the process of reviewing the Draft EIR. The public commenting period is from 4/21/2022 – 6/6/2022.

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and Appendices through the City's website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the files mentioned above via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff by COB on Monday, 05/09/22. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Dung Nguyen (*She/Her/Hers*)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

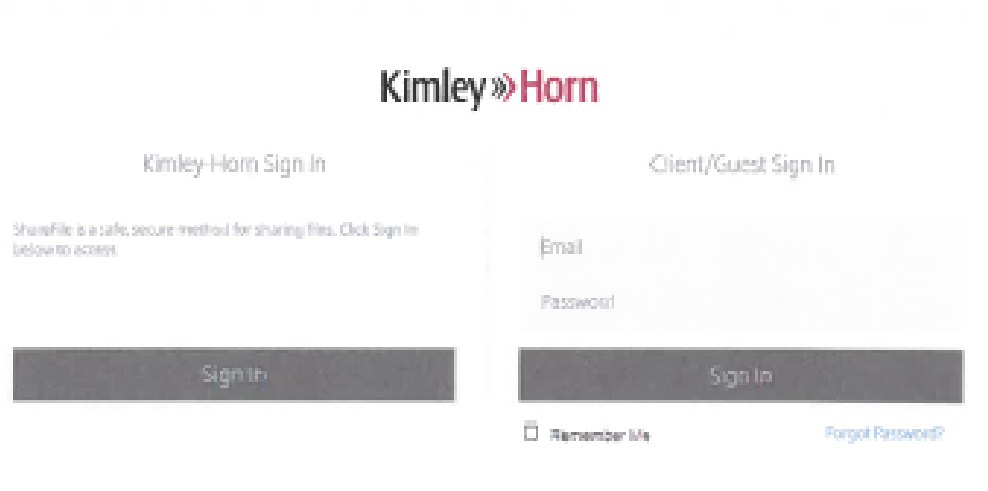
## Christina Taylor

**From:** Dung Nguyen <dnnguyen1@aqmd.gov>  
**Sent:** Friday, May 13, 2022 9:03 AM  
**To:** Christina Taylor  
**Cc:** Lijin Sun  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor,

Thank you for working on a fix. At this time, the only link I received was on May 6<sup>th</sup> asking for sign in (please see the below image). I also checked my junk box and didn't get any information you attempted to share with me.

Would it be possible for you to resend the sign-in information or provide the requested technical data using another method? Thank you.



Regards,

Dung Nguyen (*She/Her/Hers*)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
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#ACITYELEVATED

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21865 Copley Drive, Diamond Bar, CA 91765  
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E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
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*Community Development Director*

City of Beaumont

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[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



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Planning, Rule Development & Area Sources  
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E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
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Desk (951) 572-3212 Fax (951) 769-8526  
Beaumontca.gov

From: Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
Sent: Wednesday, May 4, 2022 9:42 AM  
To: Christina Taylor <[CTaylor@beaumontca.gov](mailto:CTaylor@beaumontca.gov)>  
Cc: Lijin Sun <[L.Sun@aqmd.gov](mailto:L.Sun@aqmd.gov)>  
Subject: Technical Data Request: Proposed Beaumont Summit Station Project

Dear Ms. Taylor,

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- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
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- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the files mentioned above via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff **by COB on Monday, 05/09/22**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.

Regards,

Dung Nguyen (She/Her/Hers)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
Please note South Coast AQMD is closed on Mondays.



## Christina Taylor

---

**From:** WB-R88-RWQCB8 <RWQCB8@waterboards.ca.gov>  
**Sent:** Friday, May 13, 2022 8:39 AM  
**To:** Christina Taylor  
**Cc:** Stephan.M.Estes@usace.army.mil; Mechuca, Breanna@Wildlife; Karin\_Cleary-Rose@fws.gov  
**Subject:** Beaumont Summit Station DEIR Letter, Santa Ana Water Board  
**Attachments:** Beaumont\_Summit\_Station\_DEIR\_GSR.pdf

You have been designated to receive a copy of the attached document.

In an effort to improve efficiency the Santa Ana Regional Water Quality Control Board no longer mails paper copies to those designated to receive copies (cc's) of letters and other documents; these are transmitted through email only.

All large attachments and other documents (such as tentative and adopted orders), will be posted on our website and not attached to this e-mail notification. To access these documents, please see our website at <http://www.waterboards.ca.gov/santaana>.

Document(s) can be viewed using Adobe Acrobat Reader. The free reader can be downloaded from [www.adobe.com](http://www.adobe.com) or from our web site.

If you have any questions or have received this email in error, please reply to this email or contact us at the phone number below.

Thank you

=====  
Santa Ana Regional Water Quality Control Board  
3737 Main Street, Suite 500  
Riverside, CA 92501  
Phone: 951-782-4130  
FAX: 951-781-6288  
Web: [www.waterboards.ca.gov/santaana](http://www.waterboards.ca.gov/santaana)

## Christina Taylor

---

**From:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Sent:** Friday, May 13, 2022 8:22 AM  
**To:** Christina Taylor  
**Cc:** Lijin Sun  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Hello Mrs. Taylor,

I will be calling you shortly to figure it out because I didn't have it.

Regards,

Dung Nguyen (*She/Her/Hers*)  
Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

**From:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Sent:** Friday, May 13, 2022 8:15 AM  
**To:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** Re: Technical Data Request: Proposed Beaumont Summit Station Project

I attempted to share the information with you via email a couple days ago. Did you receive it?

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212 | Fax (951) 769-8526  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

#ACITYELEVATED

---

**From:** Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
**Sent:** Friday, May 13, 2022 7:23:06 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Cc:** Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

Thanks for working on the fix. I'm in the process of reviewing the documents, so if you can, please have the data send over to me by today or Monday (5/16/2022).

Thank you, and I appreciate that.

Regards,

Dung Nguyen (*She/Her/Hers*)  
Air Quality Specialist, CEQA IGR  
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South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

From: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Sent: Wednesday, May 11, 2022 10:44 AM  
To: Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
Cc: Ujin Sun <[U.Sun@aqmd.gov](mailto:U.Sun@aqmd.gov)>  
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

I am working on a fix. I should have those over to you shortly.

CHRISTINA TAYLOR  
*Community Development Director*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



From: Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
Sent: Wednesday, May 11, 2022 8:57 AM  
To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>

Cc: Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>

Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

I would like to follow up with the technical data requested last week. Do you have any updates on how I can get access to the data or if you can share the data via different links? Thank you!

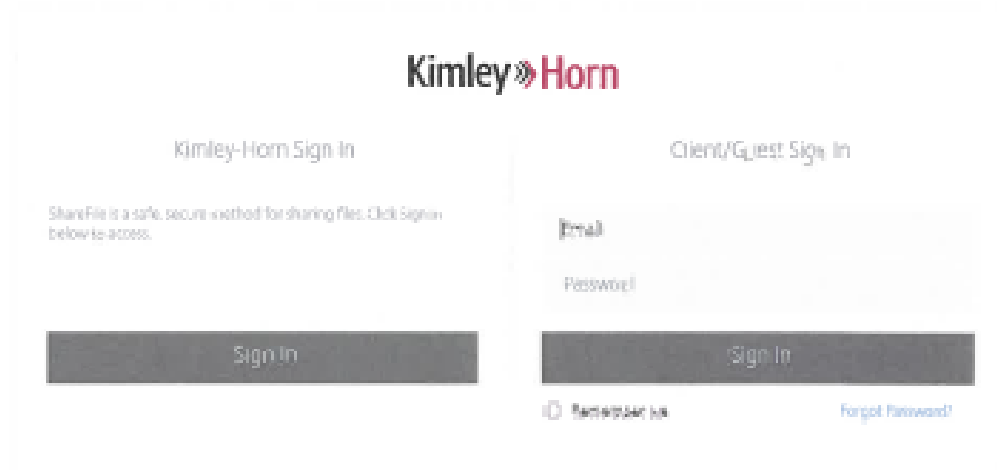
Regards,

Dung Nguyen (She/Her/Hers)  
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From: Dung Nguyen  
Sent: Friday, May 6, 2022 11:06 AM  
To: Christina Taylor <[CTaylor@beaumontca.gov](mailto:CTaylor@beaumontca.gov)>  
Cc: Lijin Sun <[LSun@aqmd.gov](mailto:LSun@aqmd.gov)>  
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good Morning Mrs. Taylor,

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Dung Nguyen (She/Her/Hers)  
Air Quality Specialist, CEQA IGR

Planning, Rule Development & Area Sources  
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21865 Copley Drive, Diamond Bar, CA 91765  
Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
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From: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Sent: Friday, May 6, 2022 10:49 AM  
To: Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
Cc: Lijin Sun <[L.Sun@aqmd.gov](mailto:L.Sun@aqmd.gov)>  
Subject: RE: Technical Data Request: Proposed Beaumont Summit Station Project

Good morning,

All of the data in your request can be downloaded from the links below.  
<https://kimley-horn.securevdr.com/d-3ef898061f63437a>

<https://kimley-horn.securevdr.com/d-2cb7045b343e4799>

<https://kimley-horn.securevdr.com/d-6f2bfe11404143a6>

Please let me know if you have any difficulty accessing this data.

Thank you.

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6<sup>th</sup> Street, Beaumont, CA 92223  
Desk (951) 572-3212 Fax (951) 769-8526  
[Beaumontca.gov](http://Beaumontca.gov)

From: Dung Nguyen <[dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)>  
Sent: Wednesday, May 4, 2022 9:42 AM  
To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Cc: Lijin Sun <[L.Sun@aqmd.gov](mailto:L.Sun@aqmd.gov)>  
Subject: Technical Data Request: Proposed Beaumont Summit Station Project

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Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that

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were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

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If you have any questions regarding this request, please don't hesitate to contact me.

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## Christina Taylor

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**Sent:** Friday, May 13, 2022 7:23 AM  
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**Subject:** RE: Technical Data Request: Proposed Beaumont Summit Station Project

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Thank you, and I appreciate that.

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Desk (951) 572-3212 Fax (951) 769-8526  
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Air Quality Specialist, CEQA IGR  
Planning, Rule Development & Area Sources  
South Coast Air Quality Management District  
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Phone: (909) 396-3531  
E-mail: [dnguyen1@aqmd.gov](mailto:dnguyen1@aqmd.gov)  
*Please note South Coast AQMD is closed on Mondays.*

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***Responses to Comment Letter R2 – South Coast Air Quality Management District  
Dung Nguyen***

- R2-1** Comment noted. The City sent the requested information to South Coast Air Quality Management District (SCAQMD) on May 5, 2022, and again on May 13, 2022 once the SCAQMD had trouble accessing the files. SCAQMD acknowledges the receipt of the information they requested.

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**Comment Letter R3 – Riverside Transit Agency**  
**Mauricio Alvarez, Planning Analyst**

**Christina Taylor**

---

**From:** Mauricio Alvarez <malvarez@riversidetransit.com>  
**Sent:** Friday, April 22, 2022 8:36 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station

Good Morning Ms. Taylor,

Thank you for giving Riverside Transit Agency the opportunity to review this development. At this time, RTA has no comments to provide regarding the Beaumont Summit Station. R3-1

Thank you,

**Mauricio Alvarez, MBA**  
Planning Analyst  
Riverside Transit Agency  
p: 951.565.5260 | e: [malvarez@riversidetransit.com](mailto:malvarez@riversidetransit.com)  
[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)  
1825 Third Street, Riverside, CA 92507

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***Responses to Comment Letter R3 – Riverside Transit Authority***  
***Mauricio Alvarez, Planning Analyst***

**R3-1**      Comment noted.

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**Comment Letter L1 – County of Riverside, Department of Environmental Health**  
**Kristine Kim, REHS**



5/4/22

County of Riverside  
**DEPARTMENT OF ENVIRONMENTAL HEALTH**

P.O. BOX 7909 • RIVERSIDE, CA 92513-7909  
JEFF JOHNSON, DIRECTOR

City of Beaumont  
ATTN: Christina Taylor  
550 E. 6<sup>th</sup> Street  
Beaumont CA 92223

**SUBJECT: DEPARTMENT OF ENVIRONMENTAL HEALTH REVIEW OF CITY  
OF BEAUMONT SUMMIT STATION**

Dear Ms. Taylor

City of Beaumont Community Development Department is responsible for implementing the requirements of CEQA<sup>[1]</sup> for planning projects within their jurisdiction. To ensure compliance with CEQA<sup>[2]</sup>, City of Beaumont Planners distribute projects to the appropriate Agencies/Departments for review by staff with the specific knowledge and experience to evaluate projects for compliance with State and Local laws/regulations specific to their department and areas of expertise.

L1-1

Proper review of proposed projects by appropriate staff ensures compliance with state and local laws and regulations as well as provides protection for the citizens of Riverside County and the environment from potential adverse effects of a project.

L1-2

For Department of Environmental Health (DEH) to conduct a review of projects, the following items will need to be addressed:

**REVIEW FEES**

Please refer to the attached "Environmental Health Review Fees" Tier chart for the appropriate fees. A minimum initial deposit will be required to conduct reviews. Additional fees may be

<sup>[1]</sup> The California Environmental Quality Act (CEQA) CCR Title 14 15065 is a statute that requires state and local agencies to determine whether a project may have a significant effect on the environment.

L1-3

<sup>[2]</sup> A project is an activity which must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

Office Locations • Blythe • Corona • Hemet • Indio • Murrieta • Palm Springs • Riverside

Phone (888)722-4234  
[www.rivcoeh.org](http://www.rivcoeh.org)

required depending on time spent on the project. These fees will need to be collected prior to this Department issuing a final project comments letter.



WATER AND WASTEWATER:

DEH will request information to evaluate a project's water source and method of sewage disposal. Information should be included in exhibits so that DEH can provide further comments as to what will be required for the project.

L1-4

ENVIRONMENTAL CLEANUPS PROGRAM (ECP)

ECP conducts environmental reviews on planning projects to ensure that existing site conditions will not negatively affect human health or the environment. The intent of the environmental reviews is to determine if there are potential sources of environmental and/or human exposures associated with the project, identify the significance of potential adverse effects from the contaminants, and evaluate the adequacy of mitigation measures for minimizing exposures and potential adverse effects from existing contamination and/or hazardous substance handling.

L1-5

HAZARDOUS MATERIALS MANAGEMENT BRANCH (HMMB)

HMMB will review projects to determine if hazardous materials are being handled and will provide further comments as part of the review process as it relates to the project.

L1-6

Should you have any questions regarding this letter, please contact me at (951) 955-8980.

Sincerely,  
Kristine Kim, REHS  
County of Riverside, Department of Environmental Health  
Environmental Protection and Oversight Division  
3880 North Lemon Street, Suite 200  
Riverside, CA 92501



County of Riverside  
**DEPARTMENT OF ENVIRONMENTAL HEALTH**

P.O. BOX 7909 • RIVERSIDE, CA 92513-7909  
JEFF JOHNSON, DIRECTOR

**Environmental Health Review Fees**  
(Planning Case Transmittals for Contracted Cities)

DESCRIPTION	FEE
<b>Tier 1 - Water and Sewer verification review</b> <ul style="list-style-type: none"> <li>Will Serve Letter</li> <li>Onsite Wastewater Treatment Systems</li> <li>Advance Treatment Units</li> <li>Solis Percolation Report</li> <li>Issuance of a SAN 53 and/or Comments Letter</li> <li>Wells</li> <li>Review if a Phase I ESA is needed</li> </ul> <p>Average time 3 hours for review</p>	\$573.00
<b>Tier 2 - Phase I Environmental Site Assessment (ESA) review or additional report reviews</b> <ul style="list-style-type: none"> <li>Review of items aforementioned in Tier 1</li> </ul> <p>Average time 7 hours for review</p>	\$1337.00
<b>Tier 3 - Phase II Environmental Site Assessment (ESA) review and additional report reviews,</b> <ul style="list-style-type: none"> <li>Review of items aforementioned in Tier 1 and Tier 2</li> </ul> <p>Average time 10 hours for review</p>	\$1910.00

L1-7

**NOTES TO FEE SCHEDULE:**

- The fees noted in the fee schedule are minimum fees to be paid at the time of application filing to cover the average Department cost of review. Should actual costs exceed the amount of the fee, the applicant will be billed for additional costs. Services are charged at a rate of \$191/hour.
- An hourly rate of \$191 shall be charged for other development-related fees which may be required, but are not necessarily limited to, well, and septic system fees.
- An application shall be filled with the Planning Department of the Contracted city prior to submitting any items listed above to this Department for Review. Please provide a copy of the Planning Case transmittal to this Department.

Rev: 02/08/22

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Phone (888)722-4234  
[www.rivcoeh.org](http://www.rivcoeh.org)

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***Responses to Comment Letter L1 – County of Riverside, Department of Environmental Health  
Kristine Kim, REHS***

- L1-1**      Comment noted.
- L1-2**      Comment noted.
- L1-3**      Comment noted. Should the Project be approved, the Applicant will be required to pay all applicable fees to the County of Riverside Department of Health.
- L1-4**      Comment noted.
- L1-5**      Comment noted.
- L1-6**      Comment noted.
- L1-7**      Comment noted. The City acknowledges the fees presented by the County of Riverside Department of Health.

*This page intentionally left blank.*

**Comment Letter L2 – Beaumont Unified School District, Facilities & Planning Team**  
**Diane Mendez**

**From:** [Diane Mendez](#)  
**To:** [Christina Taylor](#)  
**Subject:** Fwd: Summit Station Specific Plan  
**Date:** Thursday, April 21, 2022 12:23:05 PM  
**Attachments:** [2022-04-21 EIR Response Request.pdf](#)

---

Not sure why this email is bouncing back as not deliverable. Please confirm receipt.

Thank you,  
Diane Mendez

----- Forwarded message -----

**From:** Diane Mendez <[dmendez@beaumontusd.k12.ca.us](mailto:dmendez@beaumontusd.k12.ca.us)>  
**Date:** Thu, Apr 21, 2022 at 12:00 PM  
**Subject:** Summit Station Specific Plan  
**To:** <[ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)>

The Beaumont Unified School District does not have an issue with the Summit Station Specific Plan EIR, notification attached, but would like to take this opportunity to remind the developer that the project is subject to school mitigation fees.

L2-1

The current fee for commercial/industrial projects is \$.66 per square foot. An increase has been approved by the Beaumont Unified School District Board of Trustees of \$.78 per square foot for commercial/industrial projects. The new fee will take effect June 13, 2022. These fees are subject to change annually, and the developer should verify the current rate at the District's website at [https://www.beaumontusd.us/apps/pages/Developer\\_Fees](https://www.beaumontusd.us/apps/pages/Developer_Fees).

L2-2

Thank you,  
Diane Mendez

--  
*Beaumont Unified School District  
Facilities & Planning Team*

**Diane M. Mendez - Facilities Coordinator**

P.O. Box 187 - 350 Brookside Avenue  
Beaumont, CA 92223-0187  
Direct: (951) 797-5374  
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Email: [dmendez@beaumontusd.k12.ca.us](mailto:dmendez@beaumontusd.k12.ca.us)

Mission Statement: The Beaumont Unified School District shall provide high-quality educational opportunities for all students in a safe and secure learning environment through a shared commitment among home, school, and community.

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***Responses to Comment Letter L2 – County Beaumont Unified School District  
Facilities & Planning Team  
Diane Mendez***

- L2-1**      Comment noted. As identified on page 7-4 of the DEIR, the Project Applicant would be required to pay school mitigation fees should the Project be approved. The Project applicant would be required to pay the District’s current developer impact fees for commercial/industrial use in effect at the time of submitting the building permit application.
- L2-2**      Refer to response to comment L2-1.

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## Comment Letter L3 – City of Calimesa

Kelly Lucia, M. URP., Planning Manager

**Christina Taylor**

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**From:** Kelly Lucia <[klucia@cityofcalimesa.net](mailto:klucia@cityofcalimesa.net)>  
**Sent:** Monday, June 06, 2022 9:26 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station - City of Calimesa Comments on Notice of Availability  
**Attachments:** City of Calimesa\_NOA Comment Letter\_Beaumont Summit Station\_6.6.2022.pdf

Good morning Christina,

Please find attached the City of Calimesa's comments on the Notice of Availability for the Beaumont Summit Station Draft EIR. A hard copy of the letter is also being sent to City Hall to your attention. We look forward to continue working with you on this project.

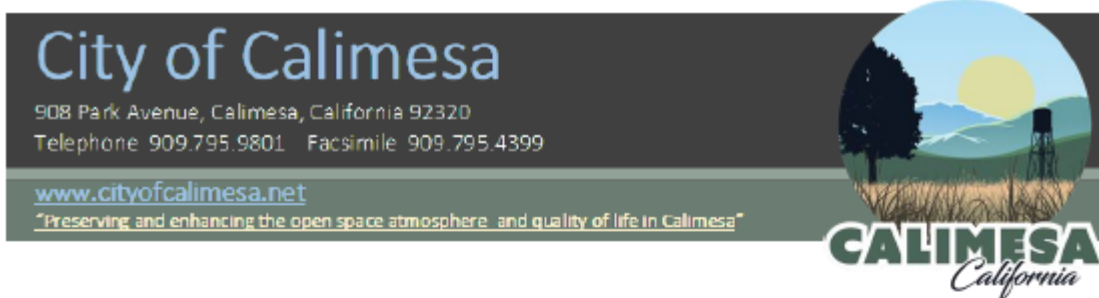
L3-1

Thank you,



Kelly Lucia, M. URP  
Planning Manager

Cell 909.809.8778 (preferred)  
Office 909.795.9801 ext. 229  
Email  
[klucia@cityofcalimesa.net](mailto:klucia@cityofcalimesa.net)



June 6, 2022

City of Beaumont  
Attn: Christina Taylor, Community Development Director  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223

**SUBJECT: CITY OF CALIMESA COMMENTS ON THE BEAUMONT SUMMIT STATION PROJECT – NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT IN COMPLIANCE WITH TITLE 14, SECTION 15087 OF THE CALIFORNIA CODE OF REGULATIONS**

Dear Ms. Taylor,

The City of Calimesa (City) has completed a review of the April 2022 Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station Specific Plan Project. The intent of this review is to focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and the mitigation associated with those impacts.

L3-2

In 2016, the City of Calimesa entered into Settlement, Waiver and Release Agreement with the City of Beaumont, Sunny-Cal 1 Inv, LLC and CV Communities, LLC. In that Agreement, the developer of the property that is now proposed to be developed into the Beaumont Summit Station Specific Plan Project agreed to prepare or pay for plans, specifications and estimates (“PS&E”) and right-of-way acquisition in the amount of not less than \$1 million for improvements to the Cherry Valley Boulevard/Interstate 10 Interchange. That prior developer also agreed to partially fund a traffic signal at the intersection of Desert Lawn Drive and Brookside Avenue. A more specific and thorough list of items to be funded with the \$1 million commitment from the developer was provided in a companion “Improvement and Credit Agreement for the Transportation Uniform Mitigation Fee Program” which was also entered into between the parties at the same time.

L3-3

The City of Calimesa expects the developer of the Beaumont Summit Station Specific Plan to work with the City of Calimesa to develop a new set of agreements to replace and supersede the agreements referenced above so as to ensure that important and necessary improvements to the Cherry Valley/I-10 Interchange are completed or appropriately funded by the developer of the Beaumont Summit Station Specific Plan Project. Only through the negotiation and execution of specific agreements with the City of Calimesa will the City of Calimesa have confidence that required mitigation and TUMF improvements for impacts in the City of Calimesa, and particularly to the Cherry Valley Boulevard/I-10 Interchange, will occur and be appropriately funded. Unless and until those agreements are executed, the City of Calimesa will continue to insist through the CEQA review and public hearing process that the impacts of the project in Calimesa be fully and completely mitigated.

L3-4



### Project Understanding

The 188-acre project site is the former Sunny-Cal Egg and Poultry Ranch located between Cherry Valley Boulevard and Brookside Avenue east of Interstate 10 (I-10) in the City of Beaumont, California. The site is east of the City of Calimesa. In 2007 the Sunny-Cal Specific Plan was approved by the City of Beaumont for the development of 560 single-family residences with supporting parks, open space and infrastructure on 200 acres. Due to litigation and other delays, the majority of the site was not annexed to the City of Beaumont until 2017. At this time the City of Beaumont is considering the Beaumont Summit Station Specific Plan and has issued a DEIR for this newly proposed project at the site. According to the DEIR, the 188-acre Beaumont Summit Station Specific Plan (project) would include 2,507,465 square feet (sf) of e-commerce uses, 50,000 sf of office space, 100,000 sf of hotel uses (220 rooms), 25,000 sf of retail, 25,000 sf of restaurant, 30.6 acres of open space, and 6.7 acres of roadway right of way.

L3-5

### Transportation Comments

The following comments are based on review of the *Traffic Study for the Beaumont Summit Station Project* prepared by Kimley-Horn and Associates, Inc. (KHA) dated February 2022, and Section 4.15 Transportation, of the *Beaumont Summit Station Specific Plan Draft Environmental Impact Report* also prepared by KHA and dated April 2022.

L3-6

1. Project Description, page 1. The traffic study needs to include an analysis of all the proposed driveways, signalized and unsignalized, on Cherry Valley Boulevard to disclose any potential operational impacts to east-west traffic flow on Cherry Valley Boulevard. Per the Project Site Plan (Figure 2), four driveways are shown on Cherry Valley Boulevard, and no direct driveway to Parcel 4 (in Planning Area 2) is shown or noted. There is a 30-foot-wide driveway shown on Parcel 1 (in Planning Area 1), but it is not discussed and analyzed in the traffic study. Furthermore, while the site plan does not show a direct driveway to Parcel 4, Exhibit 3.0-7: Conceptual Circulation Plan in the DEIR, shows a fifth (vehicle) entry point from Cherry Valley Boulevard to Parcel 4. This driveway was also not discussed and analyzed in the traffic study.

L3-7

Furthermore, the TIA indicated two cumulative projects across Cherry Valley Boulevard from the project site: Borstein Property (209 single-family homes) and San Geronio Crossing (1,861,000 square feet (SF) of high-cube warehousing (HCW)). The project site plan does not show the proposed driveways and/or intersections from these projects, nor where they included in the 2024, 2027, and 2040 traffic analyses.

L3-8

2. Intersection Analysis – HCM Methodology, page 4: In addition to level of service (LOS) analyses, vehicular queueing impacts, specifically at the Interstate 10 (I-10)/Cherry Valley Boulevard and the project driveways, should be analyzed and disclosed in the traffic study. The proposed project would generate approximately 659 truck trips (1,977 PCE trips), 45 AM peak hour truck trips (135 PCE trips), and 53 PM peak hour truck trips (159 PCE trips) directly to the I-10/Cherry Valley Boulevard interchange. Based on the existing condition traffic analysis, both



eastbound and westbound ramp intersections at the interchange operate with LOS F conditions in during the AM and PM peak hours. Both off-ramps are single-lane ramps, and all of the roadway approaches at the closely spaced Cherry Valley Boulevard intersections at Roberts Road, eastbound ramps, westbound ramps, and Calimesa Boulevard are all single-lane approaches. Those conditions likely result in significant vehicular queueing on Cherry Valley Boulevard and the I-10 off-ramps and may also impact operations at the project driveways close-by.

In addition, the (Shopoff Realty) San Geronio Crossing project (1,861,000 SF of HCW) across the street from the proposed project has been conditioned (Condition of Approval 80.TRANS.12) to provide interim improvements at the I-10/Cherry Boulevard interchange and surrounding network which include traffic signals and additional turn/storage lanes. Similarly, the proposed Beaumont Summit Station project will also be required to construct any additional improvements as well as contribute their fair share to the interim improvements identified in Condition of Approval 80.TRANS.12, their fair share to the ultimate interchange improvements (Alternative 3, a Diverging Diamond Interchange), and all required TUMF fees. The determination of the extent of their fair share costs for interim and ultimate improvements at the interchange shall be coordinated with the City of Calimesa.

L3-9

3. The Draft EIR states on page 1-8 that the Project would result in significant cumulative transportation impacts but then proposes and imposes no mitigation measures to lessen or reduce that cumulative impact. The California Environmental Quality Act requires that the lead agency must seek to reduce or lessen identified impacts on the environment prior to overriding those impacts with findings of overriding consideration. There is no indication that any reduction or partial reduction of cumulative transportation impacts was attempted as there are no mitigation measures for any transportation impact from the Project. As such the Draft EIR fails to adequately mitigate impacts of the project on transportation systems, including but not limited to Cherry Valley Boulevard.

L3-10

4. On page 4.15-17, the Draft EIR states, in relevant part, "LOS at 19 intersection/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 compliance with [Beaumont GP] Policy 4.1.2. However, the recommended improvements below are proposed in order to bring the intersections to an acceptable LS: . . . ." The document then goes on to mention addition of vehicular traffic lanes and other improvements to various intersections, including I-10 East Bound Ramps at Cherry Valley Boulevard, I-10 West Bound Ramps at Cherry Valley Boulevard and Calimesa Boulevard at Cherry Valley Boulevard. However, nowhere does the DEIR require any of these improvements to be made or that any fair share contributions to those intersection improvements be required. Instead, the EIR concludes that "no mitigation measures are required." (page 4-15-19).

L3-11



Without any of the improvements or required fair share payments being required as mitigation measures, the admitted significant impacts to these intersections will be unmitigated. In this way, the conclusion that no mitigation measures are required does not align with the admitted impacts to the intersections listed on pages 4.15-17 and 4.15-18. Unless and until all project impacts to those intersections are appropriately mitigated, the DEIR fails to comply with CEQA.

5. Existing Traffic Volumes, page 10: Existing PM peak hour traffic counts were not adjusted to account for traffic that would have been generated by closed schools and business during the COVID 19 pandemic. Therefore, the existing PM peak hour traffic volumes, which are also the basis of the 2024 and 2027 conditions, do not appropriately reflect existing non-pandemic conditions. Operational impacts during these conditions should be re-evaluated. Existing traffic counts at the study intersections are either historical counts from 2017 or new traffic counts collected in May 2021 while local schools and businesses were closed due to the COVID 19 pandemic. The traffic study indicated that the existing 2021 PM peak hour volumes were not adjusted since they were lower than the 2017 PM peak hour volumes. Regardless, the May 2021 volumes were collected while schools and businesses were closed, and do not reflect non-pandemic conditions (i.e., existing PM peak hour volumes are likely higher than analyzed).

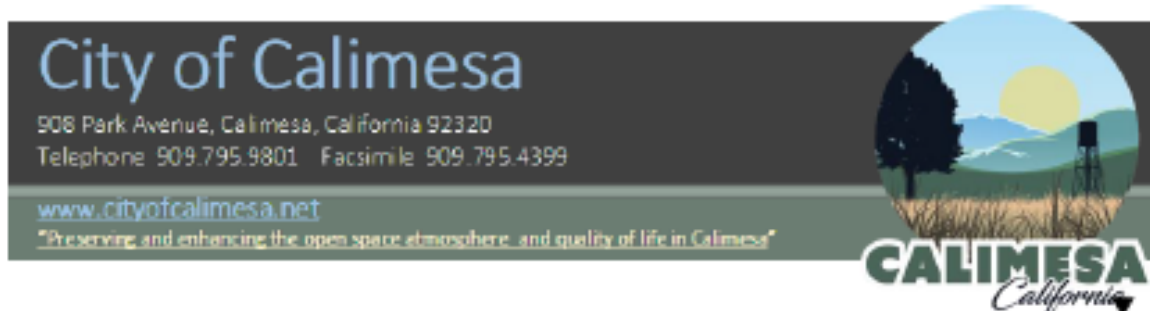
6. Figure 4 – Existing Traffic Volumes, page 11: Intersection 2, I-10 westbound ramps/Cherry Valley Boulevard, is missing the northbound (off-ramp) approach peak hour traffic volumes. Upon further investigation of the LOS worksheets in Appendix C, the northbound approach volumes were also not included in the LOS analysis. Therefore, delay and LOS values at this intersection are in error and the analyses should be corrected.

7. Opening Year 2024 Cumulative Conditions, page 25: Provide substantial evidence for the use of 2.0% as the ambient annual growth factor. While 2.0% may be considered as a conservative assumption in built-out cities, new land use projects are continually constructed in the cities of Beaumont and Calimesa which may reflect a higher-than-usual annual ambient growth rate.

8. Figure 15 – Horizon Year 2040 Traffic Volumes, page 42: Review of the AM peak hour traffic volumes in the eastbound direction at the I-10/Cherry Valley Boulevard interchange shows an increase of 100 vehicles per hour (vph) on the eastbound approach to the westbound ramp intersection. While it is anticipated that traffic volumes at the closely spaced ramp intersection may be slightly different due to rounding and the post-processing of modeled traffic volumes, a discrepancy of 100 vehicles per hour could significantly change the intersections' delay and LOS values. Therefore, the traffic volumes and LOS results at this interchange are in error and should be re-analyzed.

However, it should be noted that the 2040 traffic analyses assume the geometrics of the current interchange configuration. The *Interstate 10 (I-10)/Cherry Valley Boulevard Interchange Project Initial Study with (Proposed) Mitigated Negative Declaration/Environmental Assessment* (Caltrans December 2021) indicates that the Preferred Alternative for the interchange is Build Alternative 3,





a Diverging Diamond Interchange (DDI). The 2040 traffic analyses in the traffic study do not reflect this interchange alternative and should be revised accordingly.

9. Recommended Improvements, page 47: The intersection improvements recommended at the intersections in order to be consistent with the City's LOS standards need to show when they are specifically needed (i.e., Opening Years 2024 and/or 2027, and/or Horizon Year 2040 conditions). Otherwise, it is inferred that the improvements are needed by project's Phase 1 opening year of 2024. Furthermore, the calculation of the project's fair-share percentages shown on Tables 13 (2024), 14 (2027), and 15 (2040) are not provided. As noted in this section of the traffic study: *"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 toward future improvements, or a combination of these approaches."*, the City of Calimesa requests that actual cost estimates (i.e., dollar amounts) be provided for the improvements at each intersection. The City of Calimesa further requests backup calculation sheets in an appendix documenting the calculation of the fair-share.

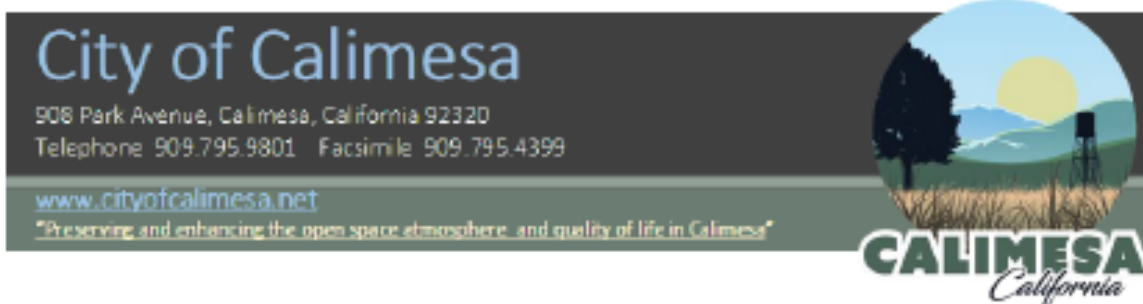
L3-16

10. I-10/Cherry Valley Boulevard Interchange, page 49: More detailed and specific information on the I-10/Cherry Valley Boulevard interchange project needs to be provided in order to understand the context of the needed improvements. This information should include the following: status of the interchange's environmental process; WRCOG's Transportation Uniform Mitigation Fee (TUMF) and other sources of funding; which listed improvements are covered under TUMF; etc. The language with respect to the I-10/Cherry Valley Boulevard Interchange states, *"the project proposes to contribute towards the planned improvements... by a payment of TUMF fee and or fair share contribution"*. This information is insufficient to understand what the project intends to pay. It should be modified to eliminate the *"and or"* and simply state *"and"* such that the project will contribute TUMF fees and a fair share contribution to the interchange. The calculation of a fair share in excess of a TUMF contribution for funding components of the interchange not covered by TUMF should include the Interchange as a whole and not individual intersection locations. It should include all elements of the interchange as they are interdependent.

L3-17

More importantly, it is likely that the project would be developed before the interchange improvement project is completed. In that case, interim improvements such as temporary lanes and temporary traffic signal controls should be implemented to improve already LOS F existing peak hour conditions. As mentioned in Comment #2 above, the San Geronio Crossing project has been conditioned to provide interim improvements at the I-10/Cherry Boulevard interchange and surrounding network which include traffic signals and additional turn/storage lanes. Similarly, the proposed Beaumont Summit Station project will also be required to construct any additional improvements as well as contribute their fair share to the interim improvements identified in Condition of Approval 80.TRANS.12, their fair share to the ultimate interchange improvements (Alternative 3, a Diverging Diamond Interchange), and all required TUMF fees. The determination of the extent of their fair share costs for interim and ultimate improvements at the interchange shall be coordinated with the City of Calimesa.





Furthermore, the traffic study only provided an assessment of LOS impacts at this interchange. Other operational effects that the project could exacerbate include vehicular queueing (refer to Comment #2 above), inadequate truck circulation, turn radii, and pavement thickness to accommodate the higher volume of heavy trucks introduced by the project. While it is assumed that the redesign of the interchange will incorporate these issues, truck circulation impacts, queuing, and operational deficiencies should be addressed in the interim condition, or the period between the opening year of the project and completion of the interchange project.

L3-18

#### Other Draft EIR Comments

The following additional comments are provided on the DEIR:

1. Executive Summary, page 1-6: The DEIR states "Impacts involving air quality, greenhouse gas emissions, and transportation were found to be significant and unavoidable." Please clarify whether cumulative noise impacts of the project are also significant and unavoidable.

L3-19

2. Executive Summary, page 1-8 and Table 1-2: Similar to the above, please clarify in the introduction of Section 1.8 whether noise is also a significant and unavoidable cumulative project impact.

L3-20

3. Introduction, page 2-1: Clarify whether the project site is 200 acres or if it is 188 acres.

L3-21

4. Introduction, Section 2.1: Language is provided regarding subsequent and supplemental EIRs. Please clarify in Section 2.2 whether this document is intended to be a subsequent or supplemental EIR to the previously prepared EIR for the Sunny-Cal Specific Plan. If this is not a subsequent or supplemental document, it is suggested that the references and text provided for CEQA Statutes Section 21166 and CEQA Guidelines Section 15162 be removed to reduce confusion.

L3-22

5. Introduction, Section 2.8: A list of documents incorporated by reference is provided. We recommend also providing information regarding the previous Sunny-Cal Specific Plan EIR.

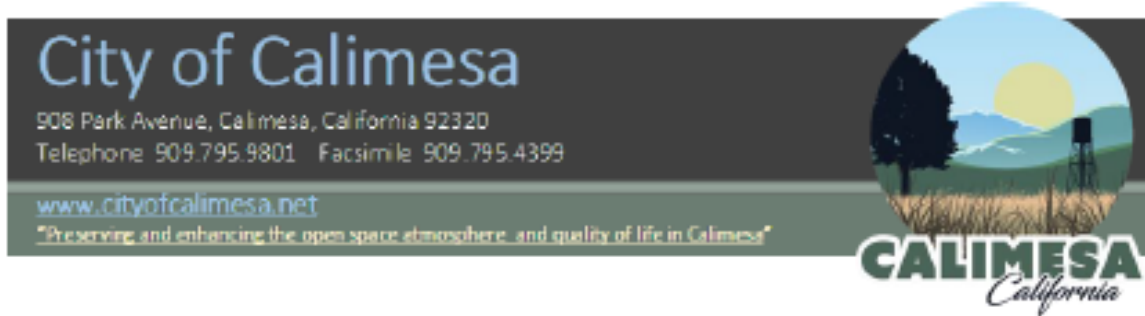
L3-23

6. Introduction, Section 2.8: This section refers to a draft 2020 General Plan EIR, but note that a final Elevate Beaumont 2040 General Plan Update has since been completed by the City of Beaumont. Please clarify which of these two documents is the applicable governing document for the proposed project.

L3-24

7. Introduction, Section 2.8: This section references the 2019 Riverside County Climate Action Plan. The City of Beaumont also has an October 2015 Sustainable Beaumont: The

L3-25



City's Roadmap to Greenhouse Gas Reductions. Please clarify whether both of these documents are being considered in the analysis, and if both are incorporated by reference.

8. Project Description, page 3-3: the DEIR states "The approval of the Project would replace the existing Sunny-Cal Specific Plan for the property to allow for..." Please describe what would occur with the 12 acres previously covered by the Sunny-Cal Specific Plan that are not proposed to be covered by the currently proposed Beaumont Summit Station Specific Plan. Specifically, would those 12 acres continue to be covered by the previously adopted Specific Plan and how would this proposed project physically coordinate with that adjacent development area that assumed access would be also provided through the proposed project site. Would this project necessitate changes to the planned development of that adjacent area?

L3-26

9. Project Description, Section 3.7: Please clarify if these project design features would be conditions of approval and/or how they would be enforced by the City of Beaumont.

L3-27

10. Project Description, Section 3.8: A few of these project objectives are very specific to the point that they may not help the lead agency develop a reasonable range of alternatives or assist with the preparation of findings and statement of overriding considerations. For example, objective 5 stating "Facilitate the development of underutilized land currently planned for residential uses" seemingly unnecessarily limits the potential site. In addition, providing the specific building size included in the project as an objective (objective 5) and buffers at specific roadways (objective 12) also seems too specific and restrictive. Consider revising objectives to capture the underling purpose of the project without unnecessarily limiting potential project alternatives.

L3-28

11. Exhibit 3.0-1: The star placed on the map makes it difficult to see the project site location in relation to the City of Beaumont boundary. Suggest using symbology so that the reader can clearly see the location of the project within the City of Beaumont.

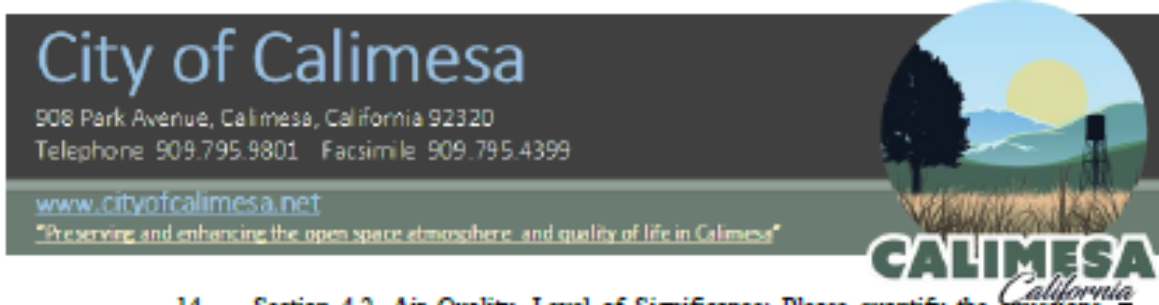
L3-29

12. Exhibit 3.0-4: This map is showing the 2007 Sunny-Cal Specific Plan and includes a "panhandle" call out and a note on the elimination of Planning Area 3, but the elimination of "panhandle" does not appear to be described in the text of the DEIR. Also provide an explanation regarding whether this area would continue to be subject to the Sunny-Cal Specific Plan and why this area is no longer included with the remainder of the site. (Refer to comment 8 above as well.)

L3-30

13. Section 4.2, Air Quality, pages 4.2-37 to 4.2-38: Please clarify whether all the standard conditions identified throughout the DEIR will be a conditions of approval for the project. Please clarify if these assumptions were incorporated into the analysis as a part of the project and if the air quality emissions presented for the project include reductions per these standard conditions.

L3-31



14. Section 4.2, Air Quality, Level of Significance: Please quantify the emissions generated by the project with the implementation of the mitigation measures MM AQ-1 to MM AQ-6 for each significant impact analysis scenario, so that the reader can understand how much reduction in significant reactive organic gasses and nitrogen oxides would result after the implementation of mitigation. If reductions are not quantifiable, please state this accordingly.

L3-32

15. Section 4.2 Air Quality: Refer to comments on the transportation information provided. If volumes require further updates based on comments, revisions to the air quality analysis may also be required.

L3-33

16. Section 4.3, Biological Resources, MM BIO-2: This measure should accurately reflect the MSHCP pre-construction requirement for burrowing owl. Note that owls cannot be relocated/excluded from a site without additional agency coordination. The appropriate measure is as follows, "Due to the presence of suitable habitat for BUOW, a pre-construction survey for BUOW in areas of suitable habitat shall be conducted not more than 30 days prior to the initiation of ground disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities.

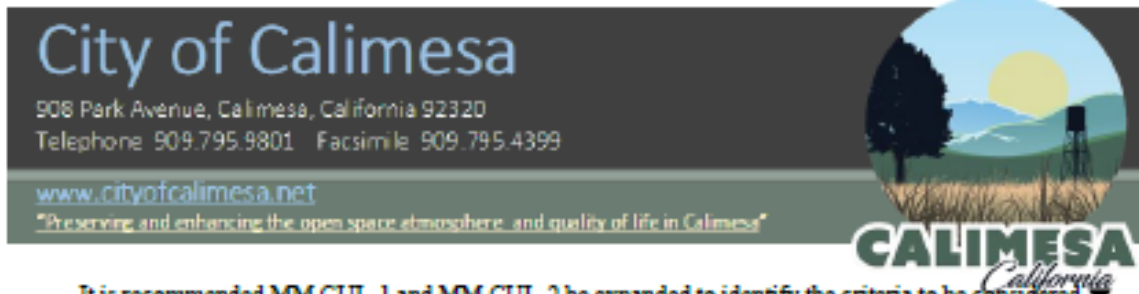
L3-34

If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary."

17. Section 4.4, Cultural Resources, Page 4.4-16: The DEIR identified a potentially significant impact to unknown archaeological resources during grading and construction activities, and identified MM CUL-1 and MM CUL-2 to reduce this potential impact to below a level of significance. This mitigation strategy only identifies the need for archaeological monitoring during grading in native sediments and halting grading if a discovery is made to allow time for the qualified archaeologist to visit the site and to assess significance. However, no performance criteria are established in MM CUL-2 to identify how the resource would be evaluated for significance nor how a potential impact would be avoided in the event a significant resource was identified.

L3-35





It is recommended MM CUL-1 and MM CUL-2 be expanded to identify the criteria to be considered a "qualified" archaeologist and a "qualified archaeological monitor," the criteria to assess archaeological significance of a discovery, and the methods/performance criteria to be used to address any identified significant archaeological resources in a manner to ensure impacts would be reduced to less than significant. Without adequate mitigation, potential archaeological impacts could remain significant and unavoidable.

18. Section 4.4, Cultural Resources, Page 4.4-16: The cultural section identifies that the record search has not been completed for the project. Such information is vital to assessing the potential for cultural resources on the site and off-site improvement areas, and potential project direct and cumulative impacts to cultural resources. This information is also typically vital for the tribal consultation required pursuant to Assembly Bill 52 and Senate Bill 18. Please explain whether tribal consultation has been closed or if consultation is still ongoing. Provide a complete Cultural Resources Assessment that includes and discusses the record search results.

L3-36

19. Section 4.6, Geology and Soils, page 4.6-4: The DEIR states "As shown in Figure 5.6-9, Paleontological Sensitivity, of the General Plan, the Project site is not shown to be located in a high, low, or low to no-paleontological sensitivity potential." Please describe the paleontological sensitivity of the site, consistent with the General Plan map. Figure 5.6 of the General Plan is identified as "Industrial Vacancy and Average Rent" and the information provided is unclear.

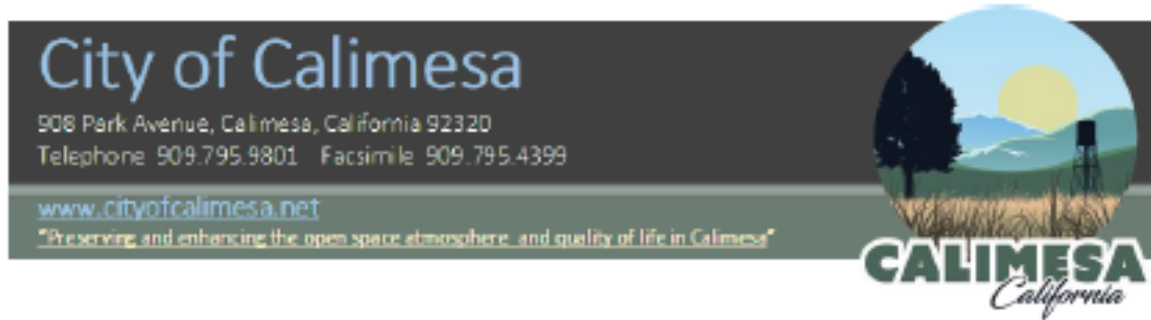
L3-37

20. Section 4.6, Geology and Soils, page 4.6-20: Please incorporate performance standards into MM GEO-1 to ensure implementation, including that proper enforcement will be provided by the City of Beaumont. For example, identify who would be responsible for implementing the Settlement Monitoring Program. Identify who would be responsible for determining if "additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations" and what the criteria would be to make such a determination.

L3-38

21. Section 4.7, Greenhouse Gas Emissions, pages 4.7-32, 4.7-40, and 4.7-53: The DEIR states "Project-related GHG emissions would exceed the City's 3,000 MTCO<sub>2</sub>e per year threshold." The DEIR also states "the Project-related GHG emissions would exceed the SCAQMD's threshold of 10,000 MTCO<sub>2</sub>eq..." The DEIR provides several mitigation measures (MM AQ-1 to MM AQ-6, MM GHG-1 to MM GHG-4) to reduce greenhouse gas (GHG) emissions, but the DEIR concludes that these measures are not feasible to reduce emissions to below a level of significance. The analysis concludes that additional mitigation is not feasible, and that carbon offsets are not a viable mitigation option. First, offsets are allowed under CEQA as explained in CEQA Guidelines Section 15126.4, Mitigation Measures Related to Greenhouse Gas Emissions (c). Second, the California Natural Resources Agency's Final Statement of Reasons For Regulatory Action for the CEQA Guidelines Amendments (2009) supports the use of GHG credits. Third, the California Air Resources Board's (CARB) 2017 Scoping Plan encourages the use of GHG credits as CEQA mitigation to ensure that development projects do their fair share to contribute toward the state's 2030 GHG target. Fourth, Assembly Bill (AB) 900 Environmental Leadership Projects have CEQA streamlining benefits if projects that met certain conditions including no net additional GHG

L3-39



emissions. AB 900 projects require CARB certification of GHG reduction strategy and to date, many AB 900 projects have relied heavily on purchasing carbon offsets to achieve carbon neutrality. Lastly, the interpretation of *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal. App. 5th 467 case is not accurate. Golden Door said, “Our decision is not intended to be, and should not be construed as blanket prohibition on using carbon offsets— even those originating outside of California—to mitigate GHG emissions under CEQA.” If the City of Beaumont, as lead agency under CEQA, would not like to use offsets as CEQA GHG mitigation as a policy decision, this should be stated as such, and an explanation to support its decision should be provided for the benefit of public and decision makers. Refer to Attachment A for additional information.

22. Section 4.7, Greenhouse Gas Emissions: As detailed in CEQA Guidelines Section 15126.4, an EIR shall describe feasible measures that could minimize significant adverse impacts. The DEIR needs to consider measures identified within the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Change Vulnerabilities, and Advancing Health and Equity<sup>1</sup> to reduce GHG impacts of the project.

L3-40

23. EIR Section 4.8, Hazards and Hazardous Materials, page 4.8-20 to 4.8-21: the DEIR states “historical USTs are considered evidence of a REC in connection with the site, resulting in a potentially significant impact.” However, the DEIR later states in that same Impact 4.8-2 discussion “No mitigation measures are required.” Revise the Impact 4.8-2 discussion accordingly.

L3-41

24. EIR Section 4.8-2, Hazards and Hazardous Materials, page 4.8-23: The DEIR identifies a potential issue with the former underground storage tanks (USTs) at the site and includes MM HAZ-1 to reduce the potential hazard to the public or the environment to below a level of significance. MM HAZ-1 states that the Applicant shall prepare a Soils Management Plan prior to the redevelopment of the site, but does not provide any performance standards or content requirements of this plan. This mitigation measure also does not provide mechanisms to ensure the plan is prepared and implemented appropriately, such as the requirement for the plan to be prepared prior to the issuance of grading permits, for proper review of the plan by regulating agencies, and verification that the plan was adequately implemented prior to the issuance of building permits. Revise this measure to ensure the mitigation would reduce the potential hazard impact to below a level of significance.

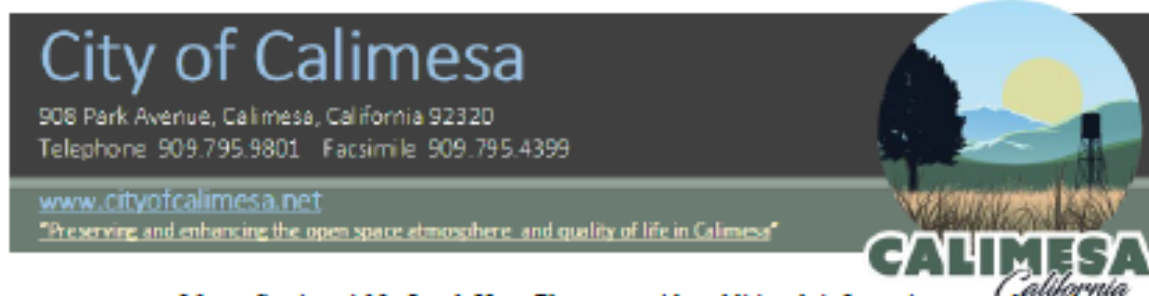
L3-42

25. EIR Section 4.8, Hazards and Hazardous Materials, page 4.8-25: The Draft EIR states “The incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific.” Further describe how the conclusion was reached regarding the effects being only “site-specific.”

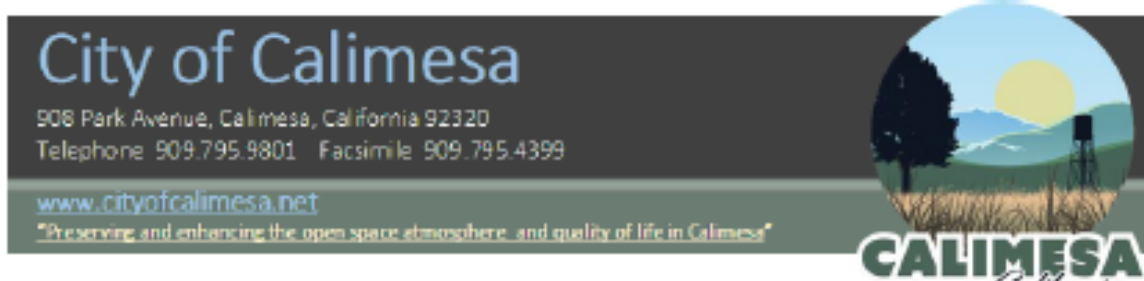
L3-43

<sup>1</sup> Refer to [https://www.calecomod.com/handbook/full\\_handbook.html](https://www.calecomod.com/handbook/full_handbook.html)





26. Section 4.10, Land Use: Please provide additional information regarding the proposed project's consistency with the General Plan, including the goals and policies of each element. For example, address consistency of the proposed land use changes with the City of Beaumont General Plan, including the Housing Element. The site is designated for residential use, and the Housing Element assumes the site would provide 560 residential units to assist the City of Beaumont with meeting its Regional Housing Needs Assessment goals. The City of Beaumont General Plan identifies itself as "A City that preserves its existing residential neighborhoods and promotes development of new housing choices." However, this project is removing a substantial amount of planned housing. If the project would result in a conflict, then the analysis should determine if that conflict would lead to a significant environmental impact. For example, if the project does not provide housing as identified in the General Plan Housing Element, would the City of Beaumont require replacement housing? L3-44
27. Section 4.11, Noise: Refer to comments on the transportation information provided. If volumes require further updates based on comments, revisions to the noise analysis may also be required. L3-45
28. Section 4.12, Population and Housing, page 4.12-8: It is recommended that the Beaumont Housing Element discussion disclose that the current Beaumont Housing Element identifies 560 single-family residences will be provided at the project site. L3-46
29. Section 4.12, Population and Housing, Impact 4.12-2: This analysis should disclose and address that the Housing Element assumed this site would be developed with 560 single-family homes, and address if the conversion of the land use to non-residential uses would result in the need for additional planned housing elsewhere. It is also noted that the DEIR refers to the 6<sup>th</sup> Cycle Housing Element dated 2021, but it appears there may be a more recent 2022 version. L3-47
30. Section 4.15, Transportation, Regional Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF), page 4.15-5: Refer to Transportation Comments section above, specifically Comment #9. L3-48
31. Section 4.15, Transportation, Impact 4.15-1, page 4.15-17: Refer to Transportation Comments section above, specifically Comments #2 through #9. L3-49
32. Section 4.15, Transportation, Site Access Improvements, page 4.15-19: Refer to Transportation Comments section above, specifically Comment #1. L3-50
33. Section 4.15, Transportation, Transportation Demand Management Strategies, page 4.15-21: Include a specific reference to Air Quality Mitigation Measure MM AQ-3 is this section. MM AQ-3 indicates that the project will be required to prepare a Transportation Demand Management (TDM) Plan as a mitigation measure to address VMT and air quality impacts. Note that only a maximum of 10 percent VMT reduction is achievable with the TDM Plan. Therefore, with MM AQ-3 impacts to VMT would remain significant and unavoidable. L3-51



34. Section 4.16, Tribal Cultural Resources, page 4.16-11: As indicated in Comment 18 above, please clarify if tribal consultation has concluded or if it is ongoing. In addition, describe the nature of the potentially significant tribal cultural resource impact in the DEIR.

L3-52

35. Chapter 6.0, Alternatives: The fully analyzed alternatives presented in the DEIR consist of a No Project Alternative and a Reduced Building Intensity Alternative. The DEIR alternatives analysis ultimately identifies that the Reduced Building Intensity alternative "it is not capable of meeting all of the basic objectives of the Project." Per CEQA Guidelines Section 15126.6, "[a]n EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Explain why this Reduced Building Intensity Alternative would not meet the basic project objectives, as this alternative would meet the objectives presented in DEIR Section 6.2. Second, if this project does not meet the basic project objectives, then the DEIR only is providing a No Project alternative that is fully analyzed. It is recommended that additional alternatives be considered to reduce project impacts and ensure a reasonable range is provided. The project is resulting in significant and unmitigated impacts related to operational air emissions, greenhouse gas emissions, cumulative traffic noise, and vehicle miles travelled. Considering that many of the impacts appear to be related to vehicle emissions and travel, a project alternative that could reduce vehicle miles travelled and vehicle emissions should be considered to provide a meaningful range and evaluation of alternatives. Such an alternative may consist of a mixed use residential and commercial project.

L3-53

Please note that a diligent effort has been made to provide comprehensive comments and corrections. Although the comments have been divided into sections, please ensure that all design/professional staff review all sections of the comments for areas that overlap with and may impact their scope of work. However, the City reserves the right to include additional comments as deemed necessary and appropriate throughout the review process. If you have any questions regarding this letter, or any of the required submittals or applications, please contact the Planning Department at 909-795-9801, ext. 229.

L3-54

Sincerely,

Kelly Lucia, MURP, Planning Manager

Enclosures:

Attachment A – Carbon Offset Feasibility – Additional Information

L3-55

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**Responses to Comment Letter L3 – City of Calimesa**

***Kelly Lucia, M. URP., Planning Manager***

- L3-1** Comment noted.
- L3-2** Comment noted.
- L3-3** Comment noted.
- L3-4** Comment noted. The Project Applicant has committed to work with the City of Calimesa on entering into an agreement for future improvements. Discussions have already begun with the City of Calimesa and the Project Applicant as of June 8, 2022.
- L3-5** Comment noted. The commentor is restating the Project components as described in the DEIR.
- L3-6** Comment noted.
- L3-7** The three major driveways have been analyzed as a conservative approach. Minor access points were not analyzed. Reference to the fourth project driveway on Cherry Boulevard has been added to the Project Description section of the Traffic Study (Page 1). Refer to **Section 3.0, Errata**, of this FEIR.
- L3-8** Refer to response to comment L3-7, above. The driveway analysis has been updated to reflect cumulative project volumes. Refer to **Section 3.0, Errata**, of this FEIR.
- L3-9** The queueing results are provided in the Vistro worksheets in Appendix D of the Traffic Study. See **Table A** for a summary of the Interstate I-10 queueing results located in **Section 3.0, Errata**, of this FEIR. As shown in the table, the Project would not cause the deficiency and will pay its fair share fees and TUMF toward interim interchange improvements and ultimate interchange improvements, which will be coordinated with City of Calimesa.
- Fair share fees and TUMF toward interim interchange improvements and ultimate interchange improvements are currently being coordinated with City of Calimesa.
- L3-10** The DEIR and VMT analysis disclose the Project's VMT impacts, and feasible mitigation measures have been identified.
- As shown on page 6 of the VMT memo (Dated February 1, 2022), the Project would provide transportation demand management (TDM)/VMT Mitigation Measures as noted below:
- 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.

**L3-11** Per CEQA Guidelines, Level of Service is not considered as a CEQA impact. Therefore, the analysis was done for General Plan consistency, and the Projects fair share toward these improvements will be conditions of approval and not mitigation measures.

**L3-12** As stated on page 10 of the traffic study, existing PM peak hour counts were not adjusted as they were higher than the historical counts grown to 2021. As a conservative approach, the higher volumes were used.

**L3-13** Figure 4 and the Existing Conditions analysis has been updated accordingly. Subsequent scenarios (Opening Year and Horizon Year) reflected the correct northbound approach peak hour volumes in the analysis at Intersection #2 (I-10 WB Ramps at Cherry Valley Boulevard).

**L3-14** A 2.0% growth factor was agreed upon in the approved scoping agreement by the City of Beaumont prior to beginning the traffic analysis. Additionally, cumulative project traffic for nearby development projects were analyzed as well.

**L3-15** The study intersections were studied as isolated intersections. Adding 100 trips to intersection #1 to balance the volumes with intersection #2 would not change the Level of Service value at intersection #1. The Vistro worksheet with this modification is provided as an attachment for reference.

Compared to the Interstate 10/Cherry Valley Boulevard Interchange Project Proposed Mitigated Negative Declaration analysis, the Beaumont Summit Station Project yielded comparable traffic volumes. The resulting Level of Service for Horizon Year 2045 was as follows:

- I-10 EB Ramps at Cherry Valley Blvd: AM – LOS C; PM – LOS B

- I-10 WB Ramps at Cherry Valley Blvd: AM – LOS B; PM – LOS A
- L3-16** Comment noted; the Project Applicant is currently coordinating with City of Calimesa on fair-share costs.
- L3-17** The recommended improvements for the interchange are consistent with the interim improvements in the San Geronio Crossing conditions of approval. The project team is coordinating with the City of Calimesa on a development agreement to determine fair-share costs and the Project's contribution towards the I-10/Cherry Valley interchange improvements.
- L3-18** For the interim condition the Project will pay fair share toward the following improvements, which are consistent with the San Geronio Crossings improvements:
- #1 – 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
  - #2 – 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
- L3-19** As identified on page 4.11-33 of the DEIR, 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. Noise levels along the affected segments of Cherry Valley Boulevard would be Conditionally Acceptable. However, mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards.
- L3-20** Refer to response to comment L3-19, above.
- L3-21** The proposed Project is comprised of 188 acres. The previously approved Sunny-Cal Specific Plan Project encompassed 200 acres. Clarification to the acreage of the Project identified on page 2-1 of the DEIR has been clarified in **Section 3.0, Errata**, of this FEIR.
- L3-22** The DEIR is considered a Project EIR, separate from any of the previously prepared CEQA documents for the Sunny-Cal Specific Plan Project. As identified on page 2-1 of the DEIR, this

EIR is intended to serve as the primary environmental document for all entitlements associated with the Project, including all discretionary approvals requested or required to implement the Project. The City, as Lead Agency, can approve subsequent actions without additional environmental documentation unless otherwise required by § 21166 of the CEQA Statutes and § 15162 of the CEQA Guidelines. The discussion of CEQA Statutes § 21166 and CEQA Guidelines § 15162 was included to discuss future tiering off the Project DEIR, and not for purposes of the DEIR tiering off the previously prepared Sunny-Cal Specific Plan EIR.

- L3-23** Comment noted. The City respectfully disagrees, as the DEIR does not tier off the Sunny-Cal Specific Plan EIR nor does it utilize technical studies prepared as part of that EIR.
- L3-24** Comment noted. Section 2 of the DEIR does in fact reference the Beaumont General Plan Update (Beaumont 2040 Plan) and corresponding EIR for the General Plan Update. The link in the DEIR also is correct and corresponds with the most recent Beaumont 2040 Plan and General Plan EIR
- L3-25** The Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions was utilized in the preparation of the DEIR. Refer to page 4.7-24 for a discussion of this document and its incorporation into the DEIR.
- L3-26** The proposed Project does not include entitlements, approvals, nor an environmental analysis of the 12 acres previously approved as part of the Sunny-Cal Specific Plan. The Project Applicant does not own nor control that portion of the previously approved Specific Plan. As such, the previously approved entitlements for that portion of the site would remain.
- L3-27** The Project Design Features would be included as Conditions of Approval and would be enforced by the City of Beaumont.
- L3-28** Comment noted. The Project Objectives were selected in accordance with CEQA Guidelines § 15124 (b). The Project implements the goals and policies of the City's General Plan, as amended; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document. The purpose of this Project is to implement the vision laid out in the Project objectives by providing development standards, and design guidelines to direct future development within the Project area.
- L3-29** Comment noted. The DEIR contains multiple exhibits, along with a narrative description, that identifies the exact location of the proposed Project. In particular, **Exhibit 3.0-2** shows a clear depiction of the exact location of the Project site.
- L3-30** Refer to response to comment L3-26, above. **Exhibit 3.0-4** of the DEIR clearly identifies that the panhandle piece of the Sunny-Cal Specific Plan is not included in the proposed Project.
- L3-31** The Project Standard Conditions would be included as Conditions of Approval and would be enforced by the City of Beaumont.

**L3-32** The commenter requests that the emissions reductions provided through implementation of mitigation measures **MM AQ-1** through **MM AQ-6** be quantified. As discussed in **Section 4.2** of the DEIR, **MM AQ-1** requires that off-road diesel-powered construction equipment greater than 50 horsepower meet California Air Resources Board Tier 4 Final off-road emissions standards. **MM AQ-2** requires the use of “super-compliant” low VOC paints that consist of no greater than 10 g/L of VOC. **Table 4.2-8** and **Table 4.2-9** show construction emissions prior to and after implementation of **MM AQ-1** and **MM AQ-2** for Phase 1 and Phase 2 construction, respectively. Therefore, the reduction provided by **MM AQ-1** and **MM AQ-2** have been quantified and presented in the DEIR.

**MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips. **Table 4.2-10** and **Table 4.2-11** show Phase 1 operational emission prior to and after implementation of **MM AQ-3**, respectively. Therefore, the reduction provided by **MM AQ-3** has been quantified and presented in the DEIR.

**MM AQ-4** requires charging stations and infrastructure to support future electric vehicle demand to reduce mobile emissions. This measure would support the reduction of emissions in the long term. However, it would be speculative to determine how many gasoline- or diesel-powered vehicles would be replaced by electric vehicles as a result of implementation of **MM AQ-4**. **MM AQ-5** prohibits idling when engines are not in use. Similar to **MM AQ-4**, it would be speculative to determine what level of emissions reductions would be provided by **MM AQ-5**. Therefore, as a conservative measure, no emissions reduction credits were taken for either **MM AQ-4** or **MM AQ-5**.

**MM AQ-6** incentivizes the use of cleaner operating trucks that would facilitate compliance with SCAQMD Rule 2035. As discussed in the DEIR, because the nature, timing, and extent of the incorporation of zero emission and near zero emission vehicles cannot be determined at this time, no emissions reduction credits from implementation of **MM AQ-6** were applied. because the Project is being built to specification and the future tenant(s) of the Project are unknown at the time of this writing. Accordingly, it is unknown if the ultimate tenant will operate its own fleet. Moreover, most warehouse operators have no control over the trucks entering and exiting their facilities. Consequently, it is infeasible to require trucks with particular emission profiles (e.g., ZE, NZE, or 2010+ model year trucks) to visit the Project. Additionally, while heavy duty ZE vehicles are available, they are not commercially available yet in great numbers in the classifications needed to serve the future users of this site. Also, refer to response to comment O3-73.

**L3-33** The commenter states that revisions to the air quality analysis may be required based on comments to the transportation information. Trip generation and vehicle miles traveled (VMT) associated with the Project, which is required for the analysis of air quality impacts, would not be affected by the commenter’s comments on the transportation analysis. Therefore, no adjustment or revision to the air quality modeling is required.

**L3-34** Refer to response to comment L3-34.

L3-35 Comment noted. Clarification has been added to **MM CUL-1** and **MM CUL-2** of the DEIR. Refer to **Section 3.0, Errata**, of this FEIR.

L3-36 PaleoWest is aware that an archaeological resource survey was completed on the Project area in 2013. The records search conducted for that effort did not identify any cultural resources within the Project area and no resources were documented during the survey effort; refer to **Appendix D** of the DEIR for additional information.

In compliance with PRC § 21080.3.1(b), formal notification has been provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources (TCRs) as defined in PRC § 21074. The NAHC was contacted on April 28, 2021, for a review of the Sacred Land File (SLF) search.

The SLF search did not return any information of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project APE. The NAHC responded on May 17, 2021, noting that the SLF returned negative results. However, NAHC noted that the absence of specific site information in the SLF does not indicate the absence of TCRs within the Project area of potential effect (APE). The NAHC requested 23 individuals representing 15 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the Project. Outreach letters to the 15 recommended tribal groups were sent on June 17, 2021. These letters were followed up by phone calls on July 2, 2021.

As of July 2021, the following five responses have been received:

- The Quechan Historic Preservation Department sent an email indicating the Tribe does not wish to comment on the Project and stating they defer to more local tribes.
- Mr. Ryan Nordness, Cultural Resource Analyst for the San Manuel Band of Mission Indians (SMBMI), stated that the Project area is not located within the Serrano ancestral territory. As such, the Tribe will not be requesting to receive consulting party status with the lead agency and do not wish to participate in scoping, development, or review of documents for the Project.
- The Rincon Band of Luiseno Indians responded by stating that the Project area is not within the Tribe's specific area of historic interest and as such, they do not have any information to provide and defer to a closer tribe to the Project area.
- Mr. Paul Macarro, Cultural Resources Coordinator for the Pechanga Band of Luiseno Indians, responded via phone call and stated that the Project area is outside of the Tribe's ancestral territory and therefore, the Tribe has no comment to provide for the Project.
- Mr. Mark Cochrane, Co-Chairperson for the Serrano Nation of Mission Indians, stated that he did not have any comments to provide for the Project but requested that the Serrano

Nation, either himself or Mr. Wayne Walker, be notified if any cultural material is encountered during construction.

Based on the lack of TCRs found during the site visit, the lack of TCRs noted by NAHC and the SLF search, and the lack of tribal interest for the APE from tribes, it is concluded that tribal consultation has officially concluded. Additionally, based on the aforementioned, the Project would not be developed in an area listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources, and nor is the Project site anticipated to contain a TCR.

- L3-37** As described on page 4.6-23 of the DEIR, the surface and subsurface soils are comprised of cement/concrete, artificial fill, alluvium, and older alluvium. Older granitic and metamorphic bedrock that have a very low paleontological resource potential due to the heat and pressure of their formation. Due to the presence of older alluvium soils throughout the Project site, there is a high possibility of paleontological resources that may be disturbed during construction. Therefore, with implementation of **MM GEO-2** (Paleontological Construction Monitoring and Compliance Program), construction of the Project components would not destroy a unique paleontological resource or site or unique geologic feature, thereby reducing any potential impacts to a less than significant level.
- L3-38** Comment noted. Clarification has been added to **MM GEO-1** of the DEIR. Refer to **Section 3.0, Errata**, of this FEIR.
- L3-39** The commenter disagrees that the use of carbon offsets to mitigation GHG emission is not a viable option. It is acknowledged that the use of carbon offsets is allowable as CEQA mitigation. Purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. As discussed in **Section 4.7, Greenhouse Gas Emissions** of the DEIR, offsets purchased from CARB's approved offset project registries could be determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. In addition, the City of Beaumont, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project to potentially reduce impacts, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits "sell" reductions in emissions generated outside of California, which may not be genuine or verifiable. Therefore, as a conservative measure, the use of carbon offsets has not been considered for the Project.
- L3-40** The comment suggests that the DEIR consider measures identified within the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Change Vulnerabilities, and Advancing Health and

Equity (2021 CAPCOA Handbook) to reduce GHG emissions. As discussed in **Section 4.7** of the DEIR and shown in **Table 4.7-14**, all feasible mitigation and design features have been implemented, which includes all applicable measures recommended in the 2021 CAPCOA Handbook. Standard Condition SC GHG-2 requires that the Project be designed to have 15 percent of the roof area “solar ready” and mitigation measure **MM GHG-1** requires the installation of solar photovoltaic panels or other renewable energy generation on-site, consistent with measure E-9-A (Establish Onsite Renewable Energy Systems – Generic). Standard condition SC GHG-3 requires adherence to the City’s Water Efficient Landscape Requirements (Section 17.06.030 of the City’s Municipal Code), which is consistent with measure W-5 (Design Water Efficient Landscapes). Standard Condition SC GHG-4 requires the installation of water efficient fixtures, which is consistent with measure W-4 (Require Low-Flow Water Fixtures). Standard Condition SC GHG-8 requires the future installation of electric vehicle supply equipment, consistent with measure T-13 (Provide Electric Vehicle Charging Infrastructure). Mitigation measure **MM-GHG-4** requires the use of electrically powered landscaping equipment, consistent with measure LL-1 (Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment). Mitigation measure **MMAQ-3** requires the implementation of a transportation demand management program, consistent with trip reduction program measures. In addition, the Project would achieve Leadership in Energy and Environmental Design (LEED) certification and meet or exceed CALGreen Tier 2 standards in effect at the time of building permit applicable, as required by mitigation measure **MM GHG-2**.

As shown in **Table 4.7-14**, approximately 93 percent of opening year buildout emissions and approximately 98 percent of 2040 buildout emissions are from on-road mobile sources. The City does not have regulatory authority to control tailpipe emissions. The implementation of a TDM program and the installation of infrastructure for electric vehicle charging capabilities would reduce mobile emissions to the extent feasible. As demonstrated, the Project would implement all applicable on-site measures and would reduce GHG emissions to the extent feasible.

**L3-41** As identified on page 4.8-22 of the DEIR, as part of the Phase I ESA research, VERTEX submitted a public records request to the County of Riverside Department of Environmental Health – Hazardous Materials Certified Unified Program Agency for the site parcels on March 12, 2021. The records provided indicate the following:

- One 10,000-gallon double walled steel UST
- One 1,000-gallon double-walled steel UST
- One 550- gallon double walled steel UST

The research revealed that these USTs were removed from the site in January 1994. Confirmation sampling indicated relatively low concentrations of petroleum hydrocarbons as diesel, as gasoline, benzene, toluene, ethylbenzene, and xylenes were detected below the USTs. On September 20, 1994, the County of Riverside Department of Environmental Health granted “**no further action**” for the removed USTs which included the following statement: “Additionally, be advised that changes in the present or proposed use of the site may require



further site characterization and mitigation activity. It is the property owner's responsibility to notify this agency of any changes in report content, future contamination findings, or site usage." Findings revealed that available materials did not indicate if excavated soil was disposed off-site or re-used to backfill the UST excavations. Based on this information and the conditions indicated in the "no further action letter," the former USTs represent a CREC in connection with the Project site. As such, no mitigation is required.

**L3-42** Comment noted. Clarification has been added to **MM HAZ-1** of the DEIR. Refer to **Section 3.0, Errata**, of this FEIR.

**L3-43** This conclusion was based on the fact that the Phase I ESA performed in conformance with the scope and limitations of ASTM E 1527-13, Standard Practice for ESAs concluded that no evidence of RECs, CREC or HRECs in connection with the site, except for the following:

- Based on the reported contamination and the conditions indicated in the no further action letter, the former USTs represent a CREC in connection with the site. However, **MM HAZ-1** is recommended.

The Project does not include any RECs and is not part of the Cortese List. Additionally, with implementation of **MM HAZ-1**, the Project create a less than significant impact regarding the creation of a significant hazard to the public or the environment. Refer to **Section 4.8, Hazards and Hazardous Materials**, for additional information.

**L3-44** All applicable General Plan goals and policies are identified in each of the environmental resource sections of the DEIR.

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 compliance with SB330, City staff has adopted an amendment to the municipal code, adding Chapter 17.20 "No Net Loss Program" for SB 330. The provisions of Chapter 17.20 ensure that rezoning actions do not result in a net loss of residential capacity within the City of Beaumont. The No Net Loss Program (Program) creates a mechanism by which the City can approve a less intensive non-residential use and concurrently make available the residential capacity that would otherwise be lost through the proposed density bonus specified in the Program. The City's Planning Department will publish the number of available units on the City's website. The Program allows for developers of land currently zoned Traditional Neighborhood (TN), Residential Multiple-Family (MFR), Downtown Residential Multi-Family (DMF), Sixth Street Mixed Use Residential (SSMU-R) and Transit Oriented Development Overlay (TOD) to request a density bonus subject to the number of units available. In the Residential Traditional Neighborhood (RTN) zone a bonus of up to 10% may be requested. In the Residential Multiple-Family (MFR), Downtown Residential Multi-Family (DMF), Sixth Street Mixed Use Residential

(SSMU-R) or Transit Oriented Development Overlay (TOD) zones a bonus of up to 20% may be requested. If no units are available a density bonus pursuant to this provision may not be requested.

Under the existing Sunny-Cal Specific Plan, the Project site was proposed to accommodate 560 low density residential development units. In accordance with SB 330 and City Municipal Code Chapter 17.20, concurrent with approval of the Project entitlements and change from residential to non-residential (e-commerce, commercial and open space) uses, these 560 residential units that would otherwise be lost will instead be “banked” by the City and made available to applicants for future projects located within the TN, MFR, DMG, SSMU-R and TOD zones that are seeking, and eligible for, a density bonus as part of the No Net Loss Program. Therefore, the Project will be compliant with SB 330, and no further analysis is warranted.

- L3-45** The commenter states that revisions to the noise analysis may be required based on comments to the transportation information.
- L3-46** Refer to response to comment L3-44, above.
- L3-47** Refer to response to comment L3-44, above.
- L3-48** Refer to response to comment L3-27, above.
- L3-49** Refer to responses to comments L3-20 through L3-27, above.
- L3-50** Refer to responses to comments L3-12 through L3-20, above.
- L3-51** The commenter notes that a maximum 10 percent VMT reduction is achievable with the TDM plan and that with implementation of **MM AQ-3**, impacts related to VMT would be significant and. As discussed in **Section 4.15** of the DEIR, the commenter is correct and transportation impacts related to VMT would remain significant and unavoidable even with implementation of **MM AQ-3**. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- L3-52** Refer to response to comment L3-36 above.
- L3-53** Pursuant to PRC 21100 and in accordance with the guidance in CEQA Guidelines §15126.6, the City conducted an alternatives analysis that includes a range of reasonable alternatives that would feasibly attain most of the basic objectives of the Project consistent with CEQA §15124(b), while avoiding or lessening impacts. See DEIR Section 6 for a discussion of alternatives considered. The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative’s ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. Specifically, Alternative 2 would not meet Objective #5.

**L3-54**      Comment noted.

**L3-55**      Refer to response to comment L3-39 regarding carbon offsets.

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**Comment Letter T1 – Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Office  
Arysa Gonzalez Romero, Cultural Resources Analyst**

**AGUA CALIENTE BAND OF CAHUILLA INDIANS**

TRIBAL HISTORIC PRESERVATION



03-036-2021-004

May 20, 2022

[VIA EMAIL TO: Ctaylor@beaumontca.gov]  
City of Beaumont  
Ms. Christina Taylor  
550 East 6th Street  
Beaumont, California 92223

**Re: Beaumont Summit Station Draft EIR**

Dear Ms. Christina Taylor,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Summit Station project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

T1-1

\*We concur with the agency's determination at this time. Please inform our office if there are changes to the scope of this project that may affect this determination.

T1-2

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)883-1327. You may also email me at ACBCI-THPO@aguacaliente.net.

T1-3

Cordially,

Arysa Gonzalez Romero  
Cultural Resources Analyst  
Tribal Historic Preservation Office  
AGUA CALIENTE BAND  
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264  
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

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***Responses to Comment Letter T1 – Agua Caliente Band of Cahuilla Indians, Tribal Historic  
Preservation Office  
Arysa Gonzalez Romero, Cultural Resources Analyst***

**T1-1**      Comment noted.

**T1-2**      Comment noted.

**T1-3**      Comment noted.

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**Comment Letter O1 – Adams Broadwell Joseph & Cardozo, Attorneys at Law**

**Sheila M. Sannadan, Legal Assistant**

**Lorrie J. LeLe, Legal Assistant**

**Christina Taylor**

---

**From:** Sheila M. Sannadan <ssannadan@adamsbroadwell.com>  
**Sent:** Monday, May 09, 2022 3:12 PM  
**To:** Christina Taylor; Nicole Wheelwright; Carole Kendrick  
**Subject:** RE: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (6128)  
**Attachments:** 6128-002j - Beaumont Summit Specific Plan Project - Imm PRA Req - 04-29-22.pdf

Good Afternoon,

Could you please tell me what is the status of this *immediate access* PRA request, submitted on 4/29/22? See attached.

Thank you.

Regards,  
Sheila

Sheila Sannadan  
Legal Assistant  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
Phone (650) 589-1660  
Fax (650) 589-5062  
[ssannadan@adamsbroadwell.com](mailto:ssannadan@adamsbroadwell.com)

O1-1

**From:** Lorrie J. LeLe <lilele@adamsbroadwell.com>  
**Sent:** Friday, April 29, 2022 4:43 PM  
**To:** ctaylor@beaumontca.gov; nicolew@beaumontca.gov; ckendrick@beaumontca.gov  
**Cc:** Sheila M. Sannadan <ssannadan@adamsbroadwell.com>  
**Subject:** Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (6128)

On behalf Californians Allied for a Responsible Economy, we submit this request for immediate access to public records for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

**Lorrie LeLe**  
Legal Assistant  
Adams Broadwell Joseph & Cardozo  
520 Capitol Mall, Suite 350  
Sacramento, CA 95814  
[lilele@adamsbroadwell.com](mailto:lilele@adamsbroadwell.com) | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

O1-2

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adamscardozo@adamsbroadwelljoseph.com

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ANDREW J. GRAY  
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AIDAN P. MARSHALL  
TARA C. RONGIHO  
MICHAEL R. SEVILLE

Of Counsel  
MARC D. JOSEPH  
DANIEL L. CARDOZO

*\*Not admitted in California.  
Licensed in Colorado.*

April 29, 2022

Via Email and U.S. Mail

Christina Taylor  
Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223  
Email: ctaylor@beaumontca.gov

Nicole Wheelwright  
Deputy City Clerk  
Beaumont Civic Center  
550 E. 6th Street  
Beaumont, CA 92223  
Email: nicolew@beaumontca.gov

Via Email Only

Carole Kendrick, Planning Manager  
Email: ckendrick@beaumontca.gov

**Re: Request for Immediate Access to Public Records – Beaumont  
Summit Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf Californians Allied for a Responsible Economy ("CARECA") to request immediate access to any and all public records referring or related to the Beaumont Summit Specific Plan Project (SCH No. 2021090378) ("Project") proposed by the Exeter Cherry Valley Land, LLC ("Applicant"). This request includes, but is not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. This request does not include the Draft Environmental Impact Report ("DEIR") or documents referenced or relied upon in the DEIR, which we have requested in a separate letter pursuant to the California Environmental Quality Act.

O1-3

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located 6128-002)

O1-4

April 29, 2022  
Page 2

within the San Geronio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

O1-4

This request is made pursuant to the California Public Records Act, Government Code §§ 6250, et seq. This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

O1-5

We request *immediate access* to review the above documents pursuant to section 6253(a) of the Public Records Act, which requires public records to be “open to inspection at all times during the office hours of the state or local agency” and provides that “every person has a right to inspect any public record.” Gov. Code § 6253(a). Therefore, the 10-day response period applicable to a “request for a copy of records” under Section 6253(c) does not apply to this request.

O1-6

My contact information is:

**U.S. Mail**

Sheila Sannadan  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080-7037

**Email**

ssannadan@adamsbroadwell.com

April 29, 2022  
Page 3

I will be contacting you to arrange for duplication/transmission of the documents. If you have any questions, please call our South San Francisco office at (650) 589-1660. Thank you for your assistance with this matter.

O1-7

Sincerely,



Sheila M. Sannadan  
Legal Assistant

### Christina Taylor

---

**From:** Lorrie J. LeLe <ljllele@adamsbroadwell.com>  
**Sent:** Friday, April 29, 2022 4:49 PM  
**To:** Christina Taylor; Nicole Wheelwright; Carole Kendrick  
**Cc:** Sheila M. Sannadan  
**Subject:** Request for Mailed Notice of Actions and Hearings – Beaumont Summit Specific Plan Project (6128)  
**Attachments:** 6128-003j - Beaumont Summit Specific Plan Project - CEQA Notice Req - 04-29-22.pdf

Please find attached our request for mailed notice of actions and hearings for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

*Lorrie LeLe*

Legal Assistant  
Adams Broadwell Joseph & Cardozo  
520 Capitol Mall, Suite 350  
Sacramento, CA 95814  
ljllele@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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O1-8

ADAMS BROADWELL JOSEPH & CARDOZO

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KEULIAH D. FEDERMAN  
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ANDREW J. GRAF  
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DARIEN K. KEY  
RACHAEL E. KOSS  
AIDAN P. MARSHALL  
TARA C. RENGIFO  
MICHAEL R. SEVILLE

Of Counsel  
MARC D. JOSEPH  
DANIEL L. CARDOZO

\*Not admitted in California,  
licensed in Colorado.

April 29, 2022

**Via Email and U.S. Mail**

Christina Taylor  
Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223  
Email: ctaylor@beaumontca.gov

Nicole Wheelwright, Deputy City Clerk  
Beaumont Civic Center  
550 E. 6th Street  
Beaumont, CA 92223  
Email: nicolew@beaumontca.gov

**Via Email Only**

Carole Kendrick, Planning Manager  
Email: ckendrick@beaumontca.gov

Re: **Request for Mailed Notice of Actions and Hearings – Beaumont  
Summit Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARECA") to request mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, for the Beaumont Summit Specific Plan Project (SCH No. 2021090378) ("Project") proposed by the Exeter Cherry Valley Land, LCC ("Applicant"), as well as a copy of the environmental review document when it is made available for public review.

O1-9

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located within the San Geronio Pass area, which is located between the Coachella, San Jacinto, and Moreno Valley and includes the incorporated cities of Banning,

O1-10

April 29, 2022  
Page 2

Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

**We also request mailed notice of any and all hearings and/or actions related to the Project.** These requests are made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108, 21152 and 21167(f) and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

O1-11

Please send the above requested items by email and U.S. Mail to our San Francisco office as follows:

O1-12

**U.S. Mail**

Sheila M. Sannadan  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080-7037

**Email**

ssannadan@adamsbroadwell.com

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan  
Legal Assistant

## Christina Taylor

---

**From:** Lorrie J. LeLe <ljele@adamsbroadwell.com>  
**Sent:** Friday, April 29, 2022 4:43 PM  
**To:** Christina Taylor; Nicole Wheelwright; Carole Kendrick  
**Cc:** Sheila M. Sannadan  
**Subject:** Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (6128)  
**Attachments:** 6128-002j - Beaumont Summit Specific Plan Project - Imm PRA Req - 04-29-22.pdf

On behalf Californians Allied for a Responsible Economy, we submit this request for immediate access to public records for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

*Lorrie LeLe*

Legal Assistant  
Adams Broadwell Joseph & Cardozo  
520 Capitol Mall, Suite 350  
Sacramento, CA 95814  
ljele@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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04-13



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TEL: (916) 444-8201  
FAX: (916) 444-8208

April 29, 2022

Via Email and U.S. Mail

Christina Taylor  
Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223  
Email: [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

Nicole Wheelwright  
Deputy City Clerk  
Beaumont Civic Center  
550 E. 6th Street  
Beaumont, CA 92223  
Email: [nicolew@beaumontca.gov](mailto:nicolew@beaumontca.gov)

Via Email Only

Carole Kendrick, Planning Manager  
Email: [ckendrick@beaumontca.gov](mailto:ckendrick@beaumontca.gov)

**Re: Request for Immediate Access to Public Records – Beaumont Summit Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf Californians Allied for a Responsible Economy ("CARECA") to request *immediate access* to any and all public records referring or related to the Beaumont Summit Specific Plan Project (SCH No. 2021090378) ("Project") proposed by the Exeter Cherry Valley Land, LLC ("Applicant"). This request includes, but is not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. This request *does not include* the Draft Environmental Impact Report ("DEIR") or documents referenced or relied upon in the DEIR, which we have requested in a separate letter pursuant to the California Environmental Quality Act.

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located 6128-082j

O1-14

April 29, 2022

Page 2

within the San Geronio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-290-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

This request is made pursuant to the California Public Records Act, Government Code §§ 6250, et seq. This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We request *immediate access* to review the above documents pursuant to section 6253(a) of the Public Records Act, which requires public records to be “open to inspection at all times during the office hours of the state or local agency” and provides that “every person has a right to inspect any public record.” Gov. Code § 6253(a). Therefore, the 10-day response period applicable to a “request for a copy of records” under Section 6253(c) does not apply to this request.

My contact information is:

**U.S. Mail**

Sheila Sannadan  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080-7037

**Email**

ssannadan@adamsbroadwell.com

April 29, 2022  
Page 3

I will be contacting you to arrange for duplication/transmission of the documents. If you have any questions, please call our South San Francisco office at (650) 589-1660. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan  
Legal Assistant

SMS:ljl

## **Christina Taylor**

---

**From:** Lorrie J. LeLe <ljl@adamsbroadwell.com>  
**Sent:** Friday, April 29, 2022 4:33 PM  
**To:** Christina Taylor; Nicole Wheelwright; Carole Kendrick  
**Cc:** Sheila M. Sannadan  
**Subject:** Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report – Beaumont Summit Specific Plan Project (6128)  
**Attachments:** 6128-001j - Beaumont Summit Specific Plan Project - DEIR Ref Req - 04-29-22.pdf

On behalf of Californians Allied for a Responsible Economy, we submit the attached request for immediate access to documents for the Beaumont Summit Specific Plan project.

If you have any questions, please contact Sheila Sannadan.

Thank you,

*Lorrie LeLe*

Legal Assistant

Adams Broadwell Joseph & Cardozo

520 Capitol Mall, Suite 350

Sacramento, CA 95814

ljl@adamsbroadwell.com | Phone: 916.444.6201 Ext. 10 | Fax: 916.444.6209 |

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RACHAEL E. KOSS  
AIDAN P. MARSHALL  
TARA C. RENOIFIO  
MICHAEL R. REYILLE

Of Counsel  
MARC D. JOSEPH  
DANIEL L. CARDOZO

\*Not admitted in California.  
Licensed in Colorado.

April 29, 2022

**Via Email and U.S. Mail**

Christina Taylor  
Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223  
Email: [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

Nicole Wheelwright, Deputy City Clerk  
City Clerk's Office  
Beaumont Civic Center  
550 E. 6th Street  
Beaumont, CA 92223  
Email: [nicolew@beaumontca.gov](mailto:nicolew@beaumontca.gov)

**Via Email Only**

Carole Kendrick, Planning Manager  
Email: [ckendrick@beaumontca.gov](mailto:ckendrick@beaumontca.gov)

Re: **Request for Immediate Access to Documents Referenced in the  
Draft Environmental Impact Report - Beaumont Summit  
Specific Plan Project (SCH No. 2021090378)**

Dear Ms. Taylor, Ms. Wheelwright, and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARECA") to request immediate access to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Specific Plan Project (SCH No. 2021090378) ("Project") proposed by the Exeter Cherry Valley Land, LLC ("Applicant"). This request excludes a copy of the DEIR and its appendices. This request also excludes any documents that are currently available on the City of Beaumont website, as of today's date.<sup>1</sup>

The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components. The Project would also include 6.7 acres of public and private roads. The Project site is located

<sup>1</sup> Accessed <https://www.beaumontca.gov/> on April 29, 2022.  
6124-001j

April 29, 2022  
Page 2

within the San Geronio Pass area, which is located between the Coachella, San Jacinto, and Moreno valleys and includes the incorporated cities of Banning, Beaumont, and Calimesa as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench in Riverside County, California. The following Assessor Parcel Numbers (APNs) are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.

O1-17

Our request for immediate access to all documents referenced in the DEIR is made pursuant to the California Environmental Quality Act ("CEQA"), which requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.<sup>2</sup>

O1-18

I will be contacting you to arrange for the review/duplication/transmission of the requested records soon. In the interim, please use the following contact information for all correspondence:

**U.S. Mail**

Sheila Sannadan  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080-7037

**Email**

ssannadan@adamsbroadwell.com

Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan  
Legal Assistant

SMS:ljl

<sup>2</sup> See Public Resources Code § 21092(b)(1) (stating that "all documents referenced in the draft environmental impact report" shall be made "available for review"); 14 Cal. Code Reg. § 15087(c)(5) (stating that all documents incorporated by reference in the EIR . . . shall be readily accessible to the public"); see also *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007) (EIR must transparently incorporate and describe the reference materials relied on in its analysis); *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3rd 818, 831 ("[W]hatever is required to be considered in an EIR must be in that formal report. . ."), internal citations omitted.  
6128-001j

***Responses to Comment Letter O1 – Adams Broadwell Joseph & Cardozo, Attorneys at Law  
Sheila M. Sannadan, Legal Assistant  
Lorrie J. LeLe, Legal Assistant***

- O1-1** Comment noted. Refer to response to comment O1-6 and O1-7 below.
- O1-2** Comment noted. Refer to response to comment O1-6 and O1-7 below.
- O1-3** Comment noted. This comment does not raise any CEQA related issues but is a public records request. Refer to responses to comments O1-6 and O1-7 below.
- O1-4** This comment is a summary of the Project’s description and location. No further response is warranted.
- O1-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- O1-6** The City responded to the commentor’s request on June 13<sup>th</sup> through the 16<sup>th</sup> and on the 27<sup>th</sup>.
- O1-7** See response to O1-6 above.
- O1-8** The commentor’s email correspondence requesting for mailed notice of actions and hearings for the proposed Project has been noted.
- O1-9** The proposed Project’s CEQA notice of availability and the DEIR in its entirety is available on the City’s website at <https://www.beaumontca.gov/1239/Beaumont-Summit-Station> and on State Clearinghouse’s website located at <https://ceqanet.opr.ca.gov/2021090378/2>. The City will add the commentor to the Project’s distribution list for any future communications pertaining to the Project.
- O1-10** This comment is a summary of the Project’s description and location. No further response is warranted.
- O1-11** The City will add the commentor to the Project’s distribution list for any future communications pertaining to the Project.
- O1-12** As noted above, the City will provide mail notices of any and all hearings and/or actions related to the Project, but the commentor can access the DEIR in its entirety from the websites provided above.
- O1-13** Comment noted. Refer to responses to comments O1-6 and O1-7 above.
- O1-14** This letter is a duplicate and was already responded to. See responses to comments O1-3 through O1-7 above.
- O1-15** The commentor’s email correspondence requesting for any and all documents has been noted.

- O1-16** Comment Noted, the comment does not raise any CEQA related issues but is a public records request.
- O1-17** This comment is a summary of the Project's description and location.
- O1-18** All the documents referenced, incorporated by reference, and relied upon are listed in **Section 9.0, References** of the DEIR with links to each respective document, with the exception of the technical studies that are incorporated into the DEIR's appendices. The commentor can view the appendices on the City's website and click on the URL links provided in **Section 9.0** to view the referenced documents.



**Comment Letter O2 – Mitchell M. Tsai, Attorney at Law  
Malou Reyes, Paralegal**

**Christina Taylor**

---

**From:** Malou Reyes <malou@mitchtsailaw.com>  
**Sent:** Friday, April 22, 2022 4:52 PM  
**To:** steven mehlman; Christina Taylor  
**Cc:** Mitchell Tsai; Ronald Giang; Brandon Young; Hind Baki; Maria Sarmiento; Rebekah Youngblood; Malou Reyes; Steven Thong  
**Subject:** SWRCC - [City of Beaumont, Beaumont Summit Station] - PRA Request  
**Attachments:** 20220422\_SWRCC\_Beaumont\_SummitStation\_PRArequest\_Signed.pdf

Good afternoon,

Attached please find our Public Records Act ("PRA") request regarding the above mentioned project in the City of Beaumont. This PRA Request also includes a request to be placed on the Advanced Notice and Interested Parties List for this project. O2-1

Please confirm receipt of this email and its attachment.

Thank you,  
Malou

--

**Malou Reyes**  
Paralegal  
Mitchell M. Tsai, Attorney At Law  
139 South Hudson Avenue Suite 200  
Pasadena, CA 91101  
Phone: (626) 314-3821  
Fax: (626) 389-5414  
Email: [Malou@mitchtsailaw.com](mailto:Malou@mitchtsailaw.com)  
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139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

**VIA E-MAIL**

April 22, 2022

Steven Mehlman, City Clerk  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223  
Em: [smehlman@beaumontca.gov](mailto:smehlman@beaumontca.gov)

Christina Taylor, Community Development Director  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223  
Em: [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

**RE: Public Records Act and Mailing List Request Regarding  
Beaumont Summit Station Project (SCH #: 2021090378).**

Dear Mr. Mehlman and Ms. Taylor,

On behalf of Southwest Regional Council of Carpenters ("SWRCC" or "Southwest Carpenters") and its members, this Office requests that the City of Beaumont ("City") provide any and all information referring or related to the Beaumont Summit Station Project ("Project") pursuant to the California Public Records Act ("PRA"), Cal. Government ("Gov't") Code §§ 6250–6270 (collectively "PRA Request").

Moreover, SWRCC requests that City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("CEQA"), Cal Public Resources Code ("PRC") § 21000 *et seq*, and the California Planning and Zoning Law ("Planning and Zoning Law"), Cal. Gov't Code §§ 65000–65010, California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The Southwest Regional Council of Carpenters is a labor union representing more than 50,000 union carpenters in six states, including California, and has a strong

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City of Beaumont – Summit Station Project  
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interest in well-ordered land use planning and addressing the environmental impacts of development projects, such as the Project.

#### **I. PUBLIC RECORDS ACT REQUEST.**

Southwest Carpenters is requesting any and all information referring or related to the Project.

The Public Records Act defines the term “public record” broadly as “any writing containing information relating to the conduct of the public’s business . . . regardless of physical form and characteristics.” Gov’t Code § 6252(d). “Records” includes all communications relating to public business regardless of physical form or characteristics, including but not limited to any writing, picture, sound, or symbol, whether paper, magnetic, electronic, text, other media, or written verification of any oral communication. Included in this request are any references in any appointment calendars and applications, phone records, or text records. These “records” are to include, but are not limited to correspondences, e-mails, reports, letters, memorandums, and communications by any employee or elected official of City concerning the Project.

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Please include in your response to this request the following examples of “records,” as well as any similar physical or electronic forms of communication: any form of writing such as correspondence, electronic mail records (“email”), legal and factual memoranda, facsimiles, photographs, maps, videotapes, film, data, reports, notes, audiotapes, or drawings. Cal. Government Code § 6252(g) (defining a writing to including “any record thereby created, regardless of the manner in which the record has been stored”). Responsive correspondence should include, inter alia, emails, text messages, or any other form of communication regardless of whether they were sent or received on public or privately-owned electronic devices “relating to the conduct of the public’s business.” Cal. Government Code § 6252(e); *Citizens for Ceres v. Super. Ct.* (“*Ceres*”) (2013) 217 Cal. App. 4th 889, 909; *Citizens for Open Gov’t v. City of Lodi* (“*Lodi*”) (2012) 205 Cal.App.4th 296, 307, 311; *City of San Jose v. Superior Court* (2017) 2 Cal. 5th 608, 625 (finding that a public employee or officer’s “writings about public business are not excluded” from the California Public Records Act “simply because they have been sent, received, or stored in a personal account.”) .

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This Office requests any and all information referring or related to the Project, including but not limited to:

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- (1) All Project application materials;
- (2) All staff reports and related documents prepared by the City with respect to its compliance with the substantive and procedural requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the CEQA Guidelines, title 14, California Code of Regulations, § 15000 et seq. (collectively “CEQA”) and with respect to the action on the Project;
- (3) All staff reports and related documents prepared by the City and written testimony or documents submitted by any person relevant to any findings or statement of overriding considerations adopted by the agency pursuant to CEQA;
- (4) Any transcript or minutes of the proceedings at which the decisionmaking body of the City heard testimony on, or considered any environmental document on, the Project, and any transcript or minutes of proceedings before any advisory body to the public agency that were presented to the decisionmaking body prior to action on the environmental documents or on the Project;
- (5) All notices issued by the City to comply with CEQA or with any other law governing the processing and approval of the Project;
- (6) All written comments received in response to, or in connection with, environmental documents prepared for the Project, including responses to the notice of preparation;
- (7) All written evidence or correspondence submitted to, or transferred from, the City with respect to compliance with CEQA or with respect to the Project;
- (8) Any proposed decisions or findings submitted to the decisionmaking body of the City by its staff, or the Project proponent, Project opponents, or other persons;
- (9) The documentation of the final City decision and approvals, including the final environmental impact report, mitigated negative declaration, negative declaration, or notice of exemption, and all documents, in addition to those referenced in paragraph (3), cited

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or relied on in the findings or in a statement of overriding considerations adopted pursuant to CEQA;

- (10) Any other written materials relevant to the public agency's compliance with CEQA or to its decision on the merits of the Project, including the initial study, any drafts of any environmental document, or portions thereof, that have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the Project and either made available to the public during the public review period or included in the City's files on the Project, and all internal agency communications, including staff notes and memoranda related to the Project or to compliance with CEQA; and
- (11) The full written record before any inferior administrative decisionmaking body whose decision was appealed to a superior administrative decisionmaking body prior to the filing of any litigation.

Please respond within 10 days from the date you receive this request as to whether this request specifies identifiable records not exempt from disclosure under the PRA or otherwise privileged or confidential, and are therefore subject to disclosure. This Office understands that this time may be extended up to 14 days for unusual circumstances as provided by Cal. Government Code § 6253(c), and that we will be notified of any extension and the reasons justifying it.

We request that you provide all documents in electronic format and waive any and all fees associated with this Request. SWRCC is a community-based organization. Please notify and obtain express approval from this Office before incurring any duplication costs.

If any of the above requested documents are available online, please provide us with the URL web address at which the documents may be downloaded. If any of the requested documents are retained by the City in electronic computer-readable format such as PDF (portable document format), please provide us with pdf copies of the documents via email, or inform us of the location at which we can copy these documents electronically.

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In preparing your response, please bear in mind that you have an obligation under Government Code section 6253.1 to (1) identify all records and information responsive to our request or the purpose of our request; (2) describe the information technology and physical location in which the records exist; and (3) provide suggestions for overcoming any practical basis for denying access to the records or information sought.

In responding to this request, please bear in mind that any exemptions from disclosure you may believe to be applicable are to be narrowly construed. *Marken v. Santa Monica-Malibu Unif. Sch. Dist.* (2012) 202 Cal. App. 4th 1250,1262; and may be further narrowed or eliminated by the adoption of Proposition 59, which amended article I, section 3(b)(2) of the California Constitution to direct that any “statute ... or other authority ... [that] limits the right of access” to “information concerning the conduct of the people’s business” must be “narrowly construed.”

As for any records that you nonetheless decline to produce on the grounds of an exemption, please bear in mind that the case law under the Public Records Act imposes a duty on you to distinguish between the exempt and the non-exempt portion of any such records, and to attempt in good faith to redact the exempt portion and to disclose the balance of such documents.

Please bear in mind further that should you choose to withhold any document from disclosure, you have a duty under Government Code section 6255, subd. (a) to “justify withholding any record by demonstrating that the record in question is exempt under express provisions” of the Public Records Act or that “the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record.”

Finally, please note that you must retain and not destroy any and all records, notwithstanding any local record retention or document destruction policies. As the Court noted in *Golden Door Properties, LLC v. Superior Court of San Diego County* (2020) 53 Cal.App.5th 733 that a public agency “must retain ‘[a]ll written evidence or correspondence submitted to, or transferred from’ . . . with respect to” CEQA compliance or “with respect to the project.”

## **II. NOTICE LIST REQUEST.**

We also ask that you put this Office on its notice list for any and all notices issued under the CEQA and the Planning and Zoning Law.

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In particular, we request that City send by mail or electronic mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivision for the Project, or supported, in whole or in part, through permits, contracts, grants, subsidies, loans, or other forms of approvals, actions or assistance, including but not limited to the following:

- Notices of any public hearing held in connection with the Project; as well as
- Any and all notices prepared pursuant to CEQA, including but not limited to:
- Notices of determination that an Environmental Impact Report ("EIR") or supplemental EIR is required for a project, prepared pursuant to Public Resources Code Section 21080.4;
- Notices of availability of an EIR or a negative declaration for a project prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations;
- Notices of approval or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of approval or certification of any EIR or negative declaration prepared pursuant to Public Resources Code Section 21152 or any other provision of law;
- Notice of exemption from CEQA prepared pursuant to Public Resources Code section 21152 or any other provision of law; and
- Notice of any Final EIR prepared pursuant to CEQA.

This Office is requesting notices of any approvals or public hearings under CEQA and the California Planning and Zoning Law. This request is filed pursuant to California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 requiring agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

O2-10

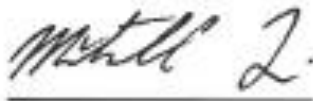
City of Beaumont - Summit Station Project  
April 22, 2022  
Page 7 of 7

Please send notice by regular and electronic mail to:

Mitchell M. Tsai, Attorney At Law  
139 South Hudson Avenue,  
Suite 200  
Pasadena, California 91101  
Em: [mitch@mitchtsailaw.com](mailto:mitch@mitchtsailaw.com)  
Em: [ronald@mitchtsailaw.com](mailto:ronald@mitchtsailaw.com)  
Em: [brandon@mitchtsailaw.com](mailto:brandon@mitchtsailaw.com)  
Em: [rebeckah@mitchtsailaw.com](mailto:rebeckah@mitchtsailaw.com)  
Em: [maria@mitchtsailaw.com](mailto:maria@mitchtsailaw.com)  
Em: [hind@mitchtsailaw.com](mailto:hind@mitchtsailaw.com)  
Em: [steven@mitchtsailaw.com](mailto:steven@mitchtsailaw.com)  
Em: [malou@mitchtsailaw.com](mailto:malou@mitchtsailaw.com)  
Em: [info@mitchtsailaw.com](mailto:info@mitchtsailaw.com)

We look forward to working with you. If you have any questions or concerns, please do not hesitate to contact our Office.

Sincerely,



Mitchell M. Tsai  
Attorneys for Southwest Regional Council  
of Carpenters



## Christina Taylor

---

**From:** Malou Reyes <malou@mitshtsallaw.com>  
**Sent:** Thursday, April 21, 2022 10:28 AM  
**To:** Christina Taylor  
**Cc:** Rebekah Youngblood  
**Subject:** Re: Summit Station Draft EIR Notice of Availability

Thanks for the quick response.

Have a great day.

On Thu, Apr 21, 2022 at 9:55 AM Christina Taylor <[CTaylor@beaumontca.gov](mailto:CTaylor@beaumontca.gov)> wrote:

Thank you for letting me know. We will get that corrected. Section 4.0 is attached. If you find any other issues, please let me know.

CHRISTINA TAYLOR

*Community Development Director*

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

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[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Malou Reyes <[malou@mitchtsailaw.com](mailto:malou@mitchtsailaw.com)>  
Sent: Thursday, April 21, 2022 9:44 AM  
To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Subject: Re: Summit Station Draft EIR Notice of Availability

Thank you Ms. Taylor,

I checked the DEIR for the project on the City's website and noticed that Section 4.0 (Environmental Impact Analysis) is actually a duplicate of Section 3.0 (Project Description). Could I have a copy of Section 4.0 - Environmental Impact Analysis?

Q2  
-11

Thanks again,

Malou

On Wed, Apr 20, 2022 at 9:02 PM Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:

Greetings,

You are receiving this email because you have requested to be notified of project related activity for the proposed Summit Station Specific Plan.

Attached is the Notice of Availability for the Draft EIR for the proposed project. A link to view the Draft EIR is contained in the attached document or the Draft EIR and other related documents can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

Information on the public hearings and how to provide comments is included in the attached document.

The City looks forward to receiving your comments.

CHRISTINA TAYLOR

*Community Development Director*

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

[BeaumontCa.gov](http://BeaumontCa.gov)

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#ACITYELEVATED

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**Mitchell M. Tsai**  
Attorney At Law

139 South Hudson Avenue  
Suite 200  
Pasadena, California 91101

**VIA E-MAIL**

June 6, 2022

Christina Taylor  
Community Development Director  
550 E. 6<sup>th</sup> Street  
Beaumont CA 92223  
Em: [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

RE: Draft Environmental Impact Report for the Beaumont Summit Specific  
Plan Project (SCH No. 2021090378)

Dear Christina Taylor,

On behalf of the Southwest Regional Council of Carpenters (“SWRCC” or “Southwest Carpenters”), my Office is submitting these comments on the City of Beaumont’s (“City” or “Lead Agency”) Draft Environmental Impact Report (“DEIR”) (SCH No. 2021090378) for the Beaumont Summit Specific Plan Project (“Project”).

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects.

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project’s environmental impacts.

The Southwest Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Moreover, SWRCC requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“CEQA”), Cal Public Resources Code (“PRC”) § 21000 *et seq.*, and the

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City of Beaumont – Beaumont Summit Specific Plan Project  
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California Planning and Zoning Law (“Planning and Zoning Law”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

02-13

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

02-14

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

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. . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.<sup>1</sup>

O2-15

Recently, on May 7, 2021, the South Coast Air Quality Management District found that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.<sup>2</sup>

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to “promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.”<sup>3</sup>

O2-16

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”<sup>4</sup> In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”<sup>5</sup>

O2-17

<sup>1</sup> California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, available at <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>

<sup>2</sup> South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, available at <http://www.sqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>

<sup>3</sup> City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, available at [https://www.hayward-ca.gov/sites/default/files/documents/General\\_Plan\\_FINAL.pdf](https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf)

<sup>4</sup> City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, available at <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>

<sup>5</sup> City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

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Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.<sup>6</sup>

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.<sup>7</sup> Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

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O2-19

<sup>6</sup> California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, available at <https://cprroundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

<sup>7</sup> Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, available at <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>



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The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

## **1. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

### **A. Background Concerning the California Environmental Quality Act**

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("CCR" or "CEQA Guidelines") § 15002(a)(1).<sup>8</sup> "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("Berkeley Jets"); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially

<sup>8</sup> The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq.*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code § 21083. The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

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lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

O2-20

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

O2-21

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

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Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.<sup>9</sup>

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

**Construction Site Design:**

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.

O2-21

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<sup>9</sup> Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, available at <https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx>.

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- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

**Testing Procedures:**

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her

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human resources (HR) representative and provide them with a copy of Annex A.

### **Planning**

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.<sup>10</sup>

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

O2-22

SWRCC has also developed a rigorous Infection Control Risk Assessment (“ICRA”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.<sup>11</sup>

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

O2-23

<sup>10</sup> See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, available at [https://www.cprw.com/sites/default/files/NABTU\\_CPWR\\_Standards\\_COVID-19.pdf](https://www.cprw.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf); Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, available at [https://dpm.lacounty.gov/building-and-safety/docs/pw\\_guidelines-construction-sites.pdf](https://dpm.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf)

<sup>11</sup> For details concerning SWRCC’s ICRA training program, see <https://icrahealthcare.com/>.

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The City should require the Project to be built using a workforce trained in ICRA protocols.

## II. THE ENVIRONMENTAL IMPACT REPORT IS INADEQUATE

### A. The DEIR Fails to Properly Consider All Feasible Mitigation for Noise

CEQA requires that an environmental document identify and discuss the significant effects of a Project, alternatives and how those significant effects can be mitigated or avoided. CEQA Guidelines § 15126.2; PRC §§ 21100(b)(1), 21002.1(a). An environmental documents discussion of potentially significant effects must “provide an adequate analysis to inform the public how its bare numbers translate to create potential adverse impacts or it must adequately explain what the agency does know and why, given existing scientific constraints, it cannot translate potential health impacts further.” *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 521; *see also* citing *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 405; *see also* PRC §§ 21002.1(e), 21003(b).

The Court may determine whether a CEQA environmental document sufficiently discloses information required by CEQA *de novo* as “noncompliance with the information disclosure provisions” of CEQA is a failure to proceed in a manner required by law. PRC § 21005(a); *see also* *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 515; CEQA Guidelines.

The DEIR states that the Project will have a significant and unavoidable impact on Noise on Cherry Valley Blvd at three locations, Project Access to Hannon Rd, Hannon Rd to Union St and Union St to Nancy Ave. The DEIR states however, that mitigation was determined to be infeasible to reduce mobile traffic noise to Normally Acceptable levels in accordance with the Land Use Compatibility standards. However, there is no information to demonstrate what mitigations were considered or how they were not feasible. The DEIR should be recirculated with demonstrations that mitigations are not feasible.

### B. The DEIR Fails to Consider Any Mitigations for Transportation

An agency must adopt any and all feasible mitigation measures identified in the EIR that would mitigate or avoid the project's significant environmental impacts. PRC §§ 21002.1(b); 21081(a)(1); CEQA Guidelines §§15021(a)(2), (3), 15091(a)(1).

The DEIR states the Project will have a significant and unavoidable impact having a

O2-24

O2-25

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higher VMT threshold than City’s recommended thresholds. The DEIR concludes there is a significant and unavoidable impact because the reduction of VMT impacts cannot be assured. However, the DEIR does not consider or propose any mitigations at all. Despite claiming the impact would be significant and unavoidable, the City is required to consider all feasible mitigations. Here, the DEIR does not contain any mitigations at all.

**C. The DEIR Fails to Analyze the Project’s Impacts to Sensitive Receptors**

The DEIR identifies the closest sensitive receptor as a residential building located 67 feet to the east of the project. The DEIR states that by follow Mitigations MM AQ-1 through MM AQ-6, the impact to the sensitive receptors would be less than significant. It concludes that following the mitigations will reduce the hazards to .0009 and .08 for residents and .0007 and .07 for workers. However, there is no analysis as to how the DEIR arrived that that conclusion. It just states it as a matter of fact. The DEIR should be recirculated with an analysis stating how the mitigation measures lower the levels to less than significant.

02-26

**III THE PROJECT VIOLATES THE STATE PLANNING AND ZONING LAW AS WELL AS THE CITY’S GENERAL PLAN**

**A. Background Regarding the State Planning and Zoning Law**

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal. App. 4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (See *DeVita v. County of Napa* (1995) 9 Cal. App. 4th 763, 773), and serves as a “constitution” or “charter” for all future development. *Leshar Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal. App. 3d 531, 540.

General plan consistency is “the linchpin of California’s land use and development laws; it is the principle which infused the concept of planned growth with the force of law.” See *Debottari v. Norco City Council* (1985) 171 Cal. App. 3d 1204, 1213.

02-27

State law mandates two levels of consistency. First, a general plan must be internally or “horizontally” consistent: its elements must “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.” See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal. App. 3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the

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general plan as a whole to become internally inconsistent. See DeVita, 9 Cal. App. 4th at 796 fn. 12.

Second, state law requires “vertical” consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. See Gov. Code § 65860(a)(2) (land uses authorized by zoning ordinance must be “compatible with the objectives, policies, general land uses, and programs specified in the [general] plan.”); see also *Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal. App. 3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. See *Lesher*, 52 Cal. App. 3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal. App. 3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is “fundamental, mandatory, and clear,” regardless of whether it is consistent with other general plan policies. See *Endangered Habitats League v. County of Orange* (2005) 131 Cal. App. 4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal. App. 4th 1332, 1341-42 (“FUTURE”).

Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan’s policies and objectives. See *Napa Citizens*, 91 Cal. App. 4th at 378-79; see also *Lesher*, 52 Cal. App. 3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

B. The City is Required to Review the Project’s Consistency with Regional Housing Plans, Sustainable Community Strategy and Regional Transportation Plans

CEQA Guidelines section 15125(d) requires that an environmental document “discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans. See also *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal. App. 5th 467, 543.

The Project should thoroughly evaluate the consistency with the City’s General Plan, City’s Regional Housing Needs Assessment targets, Sustainable Community Strategy

02-27

02-28



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and Regional Transportation Plan. The Project fails to analyze consistency with any of these applicable plans.

#### IV. CONCLUSION

The Southwest Carpenters request that the City revise and recirculate the Project's environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

Sincerely,



Mitchell M. Tsai  
Attorneys for the Southwest  
Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

O2-29

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***Responses to Comment Letter O2 – Mitchell M. Tsai, Attorney at Law  
Malou Reyes, Paralegal***

- O2-1** The commentor's email correspondence and attached letter has been received. The City will put the commentor(s) on the Project's distribution list for any future communications pertaining to the Project.
- O2-2** The proposed Project's CEQA noticing and the DEIR in its entirety is available on the City's website at <https://www.beaumontca.gov/1239/Beaumont-Summit-Station> and on State Clearinghouse's website located at <https://ceqanet.opr.ca.gov/2021090378/2>.
- O2-3** Refer to response to comment O2-2. As noted above, the City will put the commentor(s) on the Project's distribution list for any future communications pertaining to the Project.
- O2-4** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- O2-5** This comment is related to the Commentor's request for public records and does not raise any CEQA related issues. Thus, no further response is warranted.
- O2-6** Comment noted. The City provided a response to the commentor on May 9<sup>th</sup>, 2022.
- O2-7** This comment is related to the Commentor's request for public records and does not raise any CEQA related issues.
- O2-8** This comment is related to the Commentor's request for public records and does not raise any CEQA related issues.
- O2-9** This comment is related to the Commentor's request for public records and does not raise any CEQA related issues.
- O2-10** The City will put the commentor(s) on the Project's distribution list for any future communications pertaining to the Project.
- O2-11** The commenter is requesting a copy of **Section 4.0, Environmental Impact Analysis** of the DEIR. The City sent the commenter a digital copy of **Section 4.0** via email on April 21, 2022.
- O2-12** The City appreciates the commentors comments and will the commentor(s) on the Project's distribution list for any future communications pertaining to the Project.
- O2-13** The comment suggests that the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce for the Project. However, this isn't a requirement under CEQA or the City of Beaumont. However, your comment will be taken into consideration by decision-makers.

- O2-14** This comment suggests that the Project require a percentage of workers to reside within 10 miles of the Project site to reduce trip lengths, reduce GHG emissions, and provide local economic benefits. The Project would produce more jobs and therefore would support the improvements designated by S in pursuit of an improved jobs-housing-balance for the County. Because the region is housing-rich, it is expected that jobs at the Project site would be drawn from the local and regional labor force. However, this is not a requirement of CEQA or the City Beaumont.
- O2-15** This comment states the importance of developing a skilled workforce to the economy and states that well trained workers are key to delivering emissions reductions. However, this comment fails to make a connection between these two statements and does not explain how training workers will reduce GHG emissions.
- O2-16** This comment references a clarification of WAIRE Mitigation Plan Guidelines issued during SCAQMD Board Meeting on May 7, 2021 which states the use of local state certified apprenticeship programs or skilled workforce with a local hire component can be counted as points toward WAIRE compliance. The comment also notes that the City of Hayward 2040 General Plan supports local hire incentives.
- The South Coast AQMD Rule 2305 requires warehouses to achieve their WAIRE Points Compliance Obligation (WPCO). As stated previously, the Project can include a local hire component to generate points toward achieving the WPCO, however this is not required. In addition, the Project is located in the City of Beaumont, not in the City of Hayward. The City does not provide incentives for local hires or require a Project to hire local workers.
- O2-17** As noted in response to comment O2-16, the Project is located in the City of Beaumont, not the City of Hayward. The City does not provide incentives for local hires or require a Project to hire local workers.
- O2-18** The comment suggests that local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. However, this comment fails to make a connection between these two statements and does not explain how training workers will reduce VMT impacts. Refer to **Section 4.15, Transportation**, which discusses the Project's proposed TDMs that would help reduce VMT-related impacts.
- O2-19** Refer to responses O2-13 through O2-18. The comment also suggests that the Project be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals. This comment is vague and doesn't explain why or how adhering to standards exceeding the 2019 CGBSC would mitigate environmental impacts. The City has adopted the 2019 CGBSC which the Project would be developed consistently with. Note that the new 2022 California Building Standards Code will be published July 1, 2022, with an effective date of January 1, 2023. The project will comply with the 2022 California Building Standards Codes in-place at the time of construction.

- O2-20** Comment Noted – the Comment recites the purpose of CEQA and does not raise any comments specific to the DEIR.
- O2-21** CEQA does not require disease specific analysis that Commentor is requesting and requiring a disease specific analysis or finding of significance is not required or warranted for COVID-19. The Project is required to comply with applicable health and safety rules and at the time the Project is under construction and operation COVID-19 protocols will be adhered to as required at that time.
- O2-22** COVID-19 protocols are continually changing. As discussed in O-21 above, the Project is required to comply with applicable health and safety codes and to the extent that COVID-19 protocols are required at that time, they will be implemented as applicable.
- O2-23** Comment noted. This comment refers to work at a healthcare facility which is not being proposed at this location.
- O2-24** This comment notes that CEQA Guidelines require discussions of potentially significant effects must provide adequate analysis to inform the public of potential adverse effects. The comment then goes on to acknowledge the EIR identified three locations where noise impacts would be significant and unavoidable, and the comment suggests that the EIR does not explain what mitigation measures were considered and why they were determined not to be feasible.
- However, page 38 of **Appendix J, Noise Assessment** states that traffic noise could exceed interior noise standards if windows were left open and identifies typical off-site roadway noise mitigation and explains why they are not feasible.
- Rubberized asphalt could be used to repair impacted roads. This mitigation could only be imposed on on-site roadways since the Applicant does not have authorization or control to make off-site improvements. Therefore, applying rubberized asphalt to off-site roadways is not feasible.
  - Sound walls or noise attenuation barriers could be constructed to reduce road noise. This mitigation measure was found to be infeasible because sound walls or barriers would restrict right of way and impact views.
- O2-25** As shown on page 6 of the VMT memo (Dated February 1, 2022), the Project would provide transportation demand management (TDM)/VMT Mitigation Measures as noted below:
- 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 onsite 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.

**O2-26** This comment addresses health risk impacts associated with sensitive receptors. The comment notes that chronic and acute noncancerous impacts would be reduced by **MM AQ-1** through **AQ-6** and states that the EIR does not explain how the analysis was done. However, the health risk analysis is discussed in detail on pages 23 through 30 of the Health Risk Assessment included in **Appendix B, Health Risk Assessment**. In addition, the comment fails to acknowledge that chronic and acute noncancerous impacts were already below the threshold prior to mitigation, and that the mitigation required to reduce cancer risk to less than significant would result in a further reduction of chronic and acute impacts.

**O2-27** Commentor provides an overview of the requirement of a City's General Plan. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**O2-28** The comment correctly states that CEQA requires the DEIR to analyze the Project for consistency with the City's General Plan, specific plans and regional plans. **Section 4.10, Land Use and Planning**, of the DEIR includes the consistency analysis that includes the City's General Plan (including housing element) as well as SCAG's Regional Transportation Plan and Sustainable Community Strategy. Commentor does not raise any specific issues related to that analysis but a blanket statement which is noted.

**O2-29** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**Comment Letter O3 – Adams Broadwell Joseph & Cardozo, Attorneys at Law**  
**Tara C. Rengifo, Alisha C. Pember**

**Christina Taylor**

---

**From:** Alisha C. Pember <apember@adamsbroadwell.com>  
**Sent:** Monday, June 06, 2022 4:59 PM  
**To:** Christina Taylor  
**Cc:** Tara C. Rengifo  
**Subject:** Comments on the Draft Environmental Impact Report for the Beaumont Summit Station Specific Plan (SCH No. 2021090378)  
**Attachments:** 6128-006acp - DEIR Comm Beaumont Summ Station Proj and Exhibits A-B (6-6-22).pdf

Good afternoon,

Please find attached **Comments on the Draft Environmental Impact Report for the Beaumont Summit Station Specific Plan (SCH No. 2021090378)** and Exhibits A-B.

We are also providing a Dropbox link containing supporting references: <https://www.dropbox.com/sh/rmqnsmn3g2m92t8/AAAFBPwL4cZV8KJdIDhVoibLa?dl=0>.

A hard copy of our Comments and Exhibits A-B will be sent out via overnight delivery today.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember  
Adams Broadwell Joseph & Cardozo  
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*106 pg letter  
sent as attachment*

O3-1

**Cc:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>

**Subject:** Second Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please find attached our **Second Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378 and Exhibits A-C.**

A hard copy will be sent out in today's mail.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember  
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TARA C. RENGIFO  
MICHAEL R. SEVILLE

Of Counsel  
MARC D. JOSEPH  
DANIEL L. CARDOZO

June 2, 2022

**Via Email and U.S. Mail**

Christina Taylor, Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223

**Email:** [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

Carole Kendrick, Planning Manager  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223

**Email:** [ckendrick@beaumontca.gov](mailto:ckendrick@beaumontca.gov)

**Re: Second Request to Extend the Public Review and Comment  
Period for the Draft Environmental Impact Report for  
Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor and Ms. Kendrick:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARECA") to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. We previously requested an extension of time on the public comment period in a letter dated May 13, 2022, to which the City did not directly respond.<sup>1</sup> To date, the City has failed to produce any of the DEIR reference documents requested by CARECA pursuant to the California Environmental Quality Act ("CEQA"), during the DEIR's public comment period, resulting in violations of CEQA's procedural requirements and CARECA's rights to access the documents relied upon by the City in its environmental review. The City

O3-1

<sup>1</sup> Letter from Tara Rengifo, Adams Broadwell Joseph & Cardozo, to Christina Taylor, City of Beaumont (May 13, 2022). Attached hereto as Exhibit A.  
6128-005acp

June 2, 2022  
Page 2

has also failed to provide access to records sought pursuant to the Public Records Act (“PRA”).

The current public comment period on the DEIR ends on Monday, June 6, 2022, which is about one business day from the date of this letter. We request an extension of the public comment period for at least 45 days, the minimum public review period set out in the CEQA, due to the City’s failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

O3-2

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that “all documents referenced,” relied upon, and “incorporated by reference,” in a draft environmental impact report be “available for public review” during the entire comment period, and ***“readily accessible to the public during the lead agency’s normal working hours.”***<sup>2</sup>

O3-3

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City, again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. We submitted the first letter to request an extension of time on the public comment period on May 13, 2022. The letter identified several DEIR reference documents that were not attached to the DEIR or available online. The City responded on May 23, 2022, that the DEIR documents and other project documents are available either online or in-person.<sup>3</sup> On May 26, we responded via email to request access to the following documents referenced in the DEIR:

O3-4

- Project’s Development Agreement
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD

<sup>2</sup> Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).

<sup>3</sup> Email from Christina Taylor, City of Beaumont, to Tara Rengifo, Adams Broadwell Joseph & Cardozo (May 23, 2022). Attached hereto as Exhibit B.  
6128-005aep

June 2, 2022  
Page 3

- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.<sup>4</sup>

The City did not respond to our May 26 request. To date, the City has failed to provide CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

O3-5

We have identified several documents referenced in the DEIR and its appendices that remain missing, many weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR's analysis of the Project's impacts to several critical resource areas.

The missing documents include, but are not limited to, the following:

- Project's Development Agreement
- Beaumont Summit Station Specific Plan
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

O3-6

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City's analyses, or the efficacy of the City's proposed mitigation measures. Additionally, the size of the DEIR and the Project's complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

<sup>4</sup> Email from Tara Rengifo, Adams Broadwell Joseph & Cardozo, to Christina Taylor, City of Beaumont (May 26, 2022). Attached hereto as Exhibit C.  
6128-005necp

June 2, 2022

Page 4

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that such a failure must be remedied by permitting additional public comment.<sup>5</sup> It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.<sup>6</sup> By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

C3-7

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a PRA request pursuant to Government Code §§ 6250, *et seq.*, dated April 29, 2022, for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The City has not responded to our PRA request either, as mandated by the PRA.<sup>7</sup> For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

C3-8

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided by tomorrow, we request an extension to Monday, July 18, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

<sup>5</sup> *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

<sup>6</sup> *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

<sup>7</sup> Gov’t Code § 6253(c).  
6128-00&arp



June 2, 2022  
Page 5

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Friday, June 3, 2022.** C3-9

Please feel free to email me at [TRengifo@adamsbroadwell.com](mailto:TRengifo@adamsbroadwell.com) with any questions. Thank you for your prompt attention and response.

Sincerely,  
*Tara C. Rengifo*  
Tara C. Rengifo  
Associate Attorney

Attachments

TCR:acp

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

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ANDREW J. GRAF  
TANYA A. GULESSERIAN  
DARIEN K. KEY  
RACHAEL E. KOSS  
AIDAN P. MARSHALL  
TARA C. RENGIFO  
MICHAEL R. SEVILLE

Of Counsel  
MARC D. JOSEPH  
DANIEL L. CARDOZO

May 13, 2022

**Via Email and U.S. Mail**

Christina Taylor, Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223

Email: [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

Re: **Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARECA") to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. The current public comment period ends on June 6, 2022. We request an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

O3-10

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that "all documents referenced," relied upon, and "incorporated by reference," in a draft environmental impact report be "available for public review" during the entire comment period, and "*readily accessible to the public during the lead agency's normal working hours.*"<sup>1</sup>

O3-11

<sup>1</sup> Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).  
6128-004acp

May 13, 2022  
Page 2

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. To date, the City has failed to respond to these requests and has not provided CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

O3-12

We have identified several documents referenced in the DEIR and its appendices that remain missing, two weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR’s analysis of the Project’s impacts to several critical resource areas.

The missing documents include, but are not limited to, the following: the Project’s Development Agreement; preliminary WAIRE calculations referenced at page 28 in Appendix A; HPA Architecture, Conceptual Site Plan: Brookside Ave. and Cherry Valley Blvd., June 24, 2021; EXETER Property Group, Conceptual Site Plan, June 2021; CalEEMod 2020.4.0 model data input files; and Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

O3-13

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City’s analyses, or the efficacy of the City’s proposed mitigation measures. Additionally, the size of the DEIR and the Project’s complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

O3-14

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that

May 13, 2022  
Page 3

such a failure must be remedied by permitting additional public comment.<sup>2</sup> It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.<sup>3</sup> By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

O3-15

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a Public Records Act (“PRA”), Government Code §§ 6250, *et seq.*, request dated April 29, 2022, to the City for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The request did not include the DEIR, or documents referenced or relied upon in the DEIR, which we requested in a separate letter pursuant to CEQA. The City has not responded to our PRA request either, as mandated by the PRA.<sup>4</sup> For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

O3-16

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided today, we request an extension to Monday, June 27, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

<sup>2</sup> *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

<sup>3</sup> *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

<sup>4</sup> Gov’t Code § 6253(c).  
6128-004acp



May 13, 2022

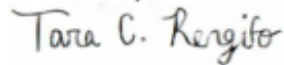
Page 4

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Tuesday, May 17, 2022.**

O3-17

Please feel free to email me at [TRengifo@adamsbroadwell.com](mailto:TRengifo@adamsbroadwell.com) with any questions. Thank you for your prompt attention and response.

Sincerely,



Tara C. Rengifo  
Associate Attorney

TCR:acp

**From:** [Christina Taylor](#)  
**To:** [Tara C. Rengifo](#)  
**Cc:** [Christina Caro](#)  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)  
**Date:** Monday, May 23, 2022 1:24:45 PM  
**Attachments:** [image001.png](#)

---

Good afternoon,

The DEIR documents and all other project documents are available online or in person for anyone who would like to review. They can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>, in person at City Hall or at the Beaumont Library.

CHRISTINA TAYLOR  
*Deputy City Manager*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
[BeaumontCa.gov](#)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



---

**From:** Tara C. Rengifo <[trenigifo@adamsbroadwell.com](mailto:trenigifo@adamsbroadwell.com)>  
**Sent:** Thursday, May 19, 2022 10:37 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Cc:** Christina Caro <[ccaro@adamsbroadwell.com](mailto:ccaro@adamsbroadwell.com)>  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the

O3-18

Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,  
Tara

Tara C. Rengifo (she/her)  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
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---

**From:** Alisha C. Pember <[apember@adamsbroadwell.com](mailto:apember@adamsbroadwell.com)>  
**Sent:** Friday, May 13, 2022 3:36 PM  
**To:** [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)  
**Cc:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>  
**Subject:** Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember  
Adams Broadwell Joseph & Cardozo

601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
(650) 589-1660 voice, Ext. 24  
[apember@adamsbroadwell.com](mailto:apember@adamsbroadwell.com)

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Q3-19

**From:** [Tara C. Rengifo](#)  
**To:** [Christina Taylor](#)  
**Cc:** [Christina Caro](#)  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)  
**Date:** Thursday, May 26, 2022 1:27:00 PM  
**Attachments:** [image001.png](#)

---

Dear Ms. Taylor,

Will you please provide the following information referenced in the DEIR?

- Project's Development Agreement
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013

O3-20

Will you also please let me know where I can find information disclosing the current average VMT per capita for residential?

O3-21

Thank you for your assistance.

Best,  
Tara

Tara C. Rengifo (she/her)  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
Phone: (650) 589-1660  
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---

**From:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Sent:** Monday, May 23, 2022 1:25 PM  
**To:** Tara C. Rengifo <trengifo@adamsbroadwell.com>  
**Cc:** Christina Caro <ccaro@adamsbroadwell.com>  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

The DEIR documents and all other project documents are available online or in person for anyone who would like to review. They can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>, in person at City Hall or at the Beaumont Library.

CHRISTINA TAYLOR  
*Deputy City Manager*

City of Beaumont  
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[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

---

**From:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>  
**Sent:** Thursday, May 19, 2022 10:37 AM  
**To:** Christina Taylor <[CTaylor@beaumontca.gov](mailto:CTaylor@beaumontca.gov)>  
**Cc:** Christina Caro <[ccaro@adamsbroadwell.com](mailto:ccaro@adamsbroadwell.com)>  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR

O3-22

reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,  
Tara

Tara C. Rengifo (she/her)  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
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**Subject:** Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
(650) 589-1660 voice, Ext. 24  
[apember@adamsbroadwell.com](mailto:apember@adamsbroadwell.com)

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▼

O3-23

## Christina Taylor

---

**From:** Tara C. Rengifo <trengifo@adamsbroadwell.com>  
**Sent:** Thursday, May 26, 2022 1:27 PM  
**To:** Christina Taylor  
**Cc:** Christina Caro  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Dear Ms. Taylor,

Will you please provide the following information referenced in the DEIR?

- Project's Development Agreement
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
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Q3-24

Will you also please let me know where I can find information disclosing the current average VMT per capita for residential?

Thank you for your assistance.

Best,  
Tara

Tara C. Rengifo (she/her)  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
Phone: (650) 589-1660  
Fax: (650) 589-5062

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**Sent:** Monday, May 23, 2022 1:25 PM  
**To:** Tara C. Rengifo <trengifo@adamsbroadwell.com>  
**Cc:** Christina Caro <ccaro@adamsbroadwell.com>  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,



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CHRISTINA TAYLOR  
*Deputy City Manager*

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**From:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>  
**Sent:** Thursday, May 19, 2022 10:37 AM  
**To:** Christina Taylor <[ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)>  
**Cc:** Christina Caro <[ccaro@adamsbroadwell.com](mailto:ccaro@adamsbroadwell.com)>  
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Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Best,  
Tara

Tara C. Rengifo (she/her)



Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
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**From:** Alisha C. Pember <[apember@adamsbroadwell.com](mailto:apember@adamsbroadwell.com)>  
**Sent:** Friday, May 13, 2022 3:36 PM  
**To:** [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)  
**Cc:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>  
**Subject:** Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

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O3-26

## Christina Taylor

---

**From:** Tara C. Rengifo <trenigifo@adamsbroadwell.com>  
**Sent:** Thursday, May 19, 2022 10:37 AM  
**To:** Christina Taylor  
**Cc:** Christina Caro  
**Subject:** RE: Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)  
**Attachments:** 6128-004acp - Req for Ext of Time - Beaumont Summit Station DEIR (5-13-22).pdf

Good morning, Ms. Taylor,

On behalf of Californians Allied for a Responsible Economy ("CARECA"), we submitted a letter dated May 13, 2022, to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. Please see attached letter.

The public comment period on the DEIR ends on June 6, 2022. We requested an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period. Given the short time before the current comment deadline, we asked that the City respond to the request for extension of time by Tuesday, May 17, 2022. We have not received a response from the City. Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having a meaningful opportunity to comment on the DEIR that is required by CEQA.

Q3  
-27

Best,  
Tara

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**From:** Alisha C. Pember <apember@adamsbroadwell.com>  
**Sent:** Friday, May 13, 2022 3:36 PM  
**To:** ctaylor@beaumontca.gov  
**Cc:** Tara C. Rengifo <trenigifo@adamsbroadwell.com>  
**Subject:** Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

**Alisha Pember**

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DARIEN K. KEY  
RACHAEL E. KOSS  
AIDAN P. MARSHALL  
TARA C. RENGIFO  
MICHAEL R. SEVILLE

Of Counsel  
MARC D. JOSEPH  
DANIEL L. CARDOZO

May 13, 2022

**Via Email and U.S. Mail**

Christina Taylor, Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223  
Email: [ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

Re: **Request to Extend the Public Review and Comment Period for  
the Draft Environmental Impact Report for Beaumont Summit  
Station Project (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARECA") to respectfully request that the City of Beaumont ("City") extend the public review and comment period for the Draft Environmental Impact Report ("DEIR") prepared for the Beaumont Summit Station Project (SCH No. 2021090378) ("Project"), proposed by Exeter Cherry Valley Land, LLC. The current public comment period ends on June 6, 2022. We request an extension of at least 45 days, the minimum public review period set out in the California Environmental Quality Act ("CEQA") due to the City's failure to make all documents referenced in the DEIR available to the public for the duration of the public comment period.

This request is made pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), which require that "all documents referenced," relied upon, and "incorporated by reference," in a draft environmental impact report be "available for public review" during the entire comment period, and "***readily accessible to the public during the lead agency's normal working hours.***"<sup>1</sup>

<sup>1</sup> Public Resources Code § 21092(b)(1); 14 C.C.R. § 15087(c)(5); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007).  
6128-004acp

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Page 2

On April 29, 2022, we submitted a letter to the City, pursuant to CEQA section 21092(b)(1) and CEQA Guidelines section 15087(c)(5), requesting ***“immediate access to any and all documents referenced, incorporated by reference, and relied upon”*** in the DEIR (emphasis added). The City did not respond to this request. On May 11, 2022, we emailed the City again expressing the need for the City to provide access to all documents referenced in the DEIR in response to our request. To date, the City has failed to respond to these requests and has not provided CARECA, and potentially other members of the public, with access to all documents referenced and relied upon in the DEIR, as required by law.

We have identified several documents referenced in the DEIR and its appendices that remain missing, two weeks after we requested access to them. CARECA therefore lacks access to critical supporting documents to the DEIR which it has a right to review during the CEQA public comment period. The missing documents are critical to understanding and commenting on the DEIR’s analysis of the Project’s impacts to several critical resource areas.

The missing documents include, but are not limited to, the following: the Project’s Development Agreement; preliminary WAIRE calculations referenced at page 28 in Appendix A; HPA Architecture, Conceptual Site Plan: Brookside Ave. and Cherry Valley Blvd., June 24, 2021; EXETER Property Group, Conceptual Site Plan, June 2021; CalEEMod 2020.4.0 model data input files; and Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

Without access to these critical DEIR reference documents during the public comment period on the DEIR, CARECA and other members of the public are precluded from having the meaningful opportunity to comment on the DEIR that is required by CEQA. CARECA and other members of the public are also unable to evaluate the accuracy of the City’s analyses, or the efficacy of the City’s proposed mitigation measures. Additionally, the size of the DEIR and the Project’s complexity make it difficult to effectively comment without the referenced documents by the current comment deadline of June 6, 2022.

Courts have held that the failure to provide even a few pages of CEQA documents for a portion of the review period invalidates the entire process, and that

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May 13, 2022

Page 3

such a failure must be remedied by permitting additional public comment.<sup>2</sup> It is also well settled that a CEQA document may not rely on hidden studies or documents that are not provided to the public.<sup>3</sup> By failing to make all documents referenced and incorporated by reference in the DEIR “readily available” during the current comment period, the City is violating the clear procedural mandates of CEQA, to the detriment of CARECA and other members of the public who wish to meaningfully review and comment on the DEIR.

In addition to our request for the DEIR reference documents pursuant to CEQA, we also submitted a Public Records Act (“PRA”), Government Code §§ 6250, *et seq.*, request dated April 29, 2022, to the City for immediate access to any and all public records referring or related to the Project. The request included, but was not limited to, any and all materials, applications, correspondence, resolutions, memos, notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project. The request did not include the DEIR, or documents referenced or relied upon in the DEIR, which we requested in a separate letter pursuant to CEQA. The City has not responded to our PRA request either, as mandated by the PRA.<sup>4</sup> For this reason, we ask that the City produce all responsive records as soon as possible.

Accordingly, we request that:

- 1) the City immediately provide us with access to the documents requested in our DEIR reference document request dated April 29, 2022, including but not limited to, the documents enumerated by this letter.
- 2) the City extend the public review and comment period on the DEIR for at least 45 days from the date on which the City releases these documents for public review. If the missing documents are provided today, we request an extension to Monday, June 27, 2022.
- 3) the City immediately provide us with access to the documents requested in our PRA request dated April 29, 2022.

<sup>2</sup> *Ultramar v. South Coast Air Quality Man. Dist.* (1993) 17 Cal.App.4th 689, 699.

<sup>3</sup> *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“Whatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.”).

<sup>4</sup> Gov’t Code § 6253(c).

6128-004acp

May 13, 2022  
Page 4

Given the short time before the current comment deadline, please contact me as soon as possible with your response to this request, but **no later than Tuesday, May 17, 2022.**

Please feel free to email me at [TRengifo@adamsbroadwell.com](mailto:TRengifo@adamsbroadwell.com) with any questions. Thank you for your prompt attention and response.

Sincerely,  
*Tara C. Rengifo*  
Tara C. Rengifo  
Associate Attorney

TCR:acp

## Christina Taylor

---

**From:** Alisha C. Pember <apember@adamsbroadwell.com>  
**Sent:** Friday, May 13, 2022 3:36 PM  
**To:** Christina Taylor  
**Cc:** Tara C. Rengifo  
**Subject:** Request to Extend the Public Review and Comment Period for the Draft Environmental Impact Report for Beaumont Summit Station Project (SCH No. 2021090378)  
**Attachments:** 6128-004acp - Req for Ext of Time - Beaumont Summit Station DEIR (5-13-22).pdf

Good afternoon,

Please see the attached correspondence.

If you have any questions, please contact Tara Rengifo.

Thank you.

Alisha Pember

Alisha C. Pember  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
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O3-29



## Christina Taylor

---

**From:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>  
**Sent:** Friday, June 03, 2022 1:07 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station Comment Cutoff Time

Dear Ms. Taylor,

Will you please let me know the cutoff time to submit comments on the Draft EIR for the Beaumont Summit Station Project? I did not see a time identified in the [Notice of Availability](#).

03-30

Thank you,  
Tara

Tara C. Rengifo (she/her)  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
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## Christina Taylor

**From:** Tara C. Rengifo <trengifo@adamsbroadwell.com>  
**Sent:** Friday, June 03, 2022 1:41 PM  
**To:** Christina Taylor  
**Cc:** Christina Caro  
**Subject:** RE: Beaumont Summit Station Comment Cutoff Time

Dear Ms. Taylor,

Thank you for your response. It is my understanding that comments will be considered timely submitted until 11:59pm on Monday, June 6 based on your response. Please let me know if that is incorrect.

Regarding the City's intended denial of our request for extension of time on the public review and comment period for this project, will the City produce the DEIR reference documents requested in our letter dated June 2, 2022, pursuant to Public Resources Code section 21092(b)(1) and CEQA Guidelines section 15087(c)(5)? As specified in the letter, the records include:

- Project's Development Agreement
- Beaumont Summit Station Specific Plan
- Preliminary WAIRE calculations referenced at page 28 in Appendix A
- Original native files for AERMOD
- Phase II Environmental Site Assessment, Sunny-Cal Egg & Poultry, 37251 Cherry Valley Boulevard, Cherry Valley, California, prepared for Allen Matkins Leck Gamble Mallory & Natsis LLP by GeoKinetics on May 31, 2013.

O3-31

Sincerely,

Tara C. Rengifo (she/her)  
Adams Broadwell Joseph & Cardozo  
601 Gateway Boulevard, Suite 1000  
South San Francisco, CA 94080  
[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)  
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**From:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Sent:** Friday, June 3, 2022 1:33 PM  
**To:** Tara C. Rengifo <trengifo@adamsbroadwell.com>  
**Subject:** RE: Beaumont Summit Station Comment Cutoff Time

The NOA, bottom of page 2 identifies the public review period. The review period closes June 6, 2022. The City does not intend to extend the review period.

CHRISTINA TAYLOR  
*Deputy City Manager*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
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[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



**From:** Tara C. Rengifo <[trengifo@adamsbroadwell.com](mailto:trengifo@adamsbroadwell.com)>  
**Sent:** Friday, June 03, 2022 1:07 PM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Subject:** Beaumont Summit Station Comment Cutoff Time

Dear Ms. Taylor,

Will you please let me know the cutoff time to submit comments on the Draft EIR for the Beaumont Summit Station Project? I did not see a time identified in the [Notice of Availability](#). I 03-32

Thank you,  
Tara

Tara C. Rengifo (she/her)  
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TARA C. RENGIFO  
MICHAEL R. SEVILLE

Of Counsel

MARC D. JOSEPH  
DANIEL L. CARDOZO

June 6, 2022

**Via Email and Overnight Mail**

Christina Taylor, Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223  
Fax: (951) 769-8526  
Email: ctaylor@beaumontca.gov

**Re: Comments on the Draft Environmental Impact Report for the  
Beaumont Summit Station Specific Plan (SCH No. 2021090378)**

Dear Ms. Taylor:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARECA") regarding the Draft Environmental Impact Report ("DEIR") for the Beaumont Summit Station Specific Plan Project (SCH No. 2021090378) ("Project") prepared by the City of Beaumont ("City"). The Project entails the development of an approximately 188-acre site with e-commerce, commercial development, and open space components.<sup>1</sup> The following Assessor Parcel Numbers ("APNs") are associated with the Project site: 407-230-22, -23, -24, -25, -26, -27, -28; 407-190-016; and 407-190-017.<sup>2</sup>

The Project proposes to divide the site into five parcels, with Parcels 1, 2, and 3 designated for e-commerce uses with supporting office as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet.<sup>3</sup>

<sup>1</sup> City of Beaumont, *Draft Environmental Impact Report for the Beaumont Summit Station Project* at 3-2—3-3 (April 2022)(hereinafter, "DEIR").

<sup>2</sup> *Id.*

<sup>3</sup> City of Beaumont, *Notice of Availability; Draft Environmental Impact Report for the Beaumont Summit Station Project* (April 21, 2022).

6128-006aep

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June 6, 2022  
Page 2

Parcel 4 would include the development of up to 150,000 square feet of commercial uses, as follows:

- Hotel: 100,000 square feet (220 hotel rooms)
- Food Uses: 25,000 square feet
- General Retail: 25,000 square feet.<sup>4</sup>

Parcel 5 would remain as open space.<sup>5</sup> The Project includes the adoption of the new Beaumont Summit Station Specific Plan, General Plan Amendments, Tentative Parcel Map, approval of a Plot Plan/Site Plan, and a Development Agreement.<sup>6</sup> The proposed Project would also include various on-site and off-site improvements including roadway improvements, utility connections, and rights-of-way to support the Project.<sup>7</sup>

The DEIR fails in significant aspects to perform its function as an informational document that is meant “to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment” and “to list ways in which the significant effects of such a project might be minimized.”<sup>8</sup> The DEIR fails to provide an accurate and complete Project Description and the alternatives analysis in the DEIR is deficient on multiple grounds. First, the DEIR’s project objectives are impermissibly narrow and improperly constrain the alternatives analysis. Second, the DEIR dismisses the environmentally superior alternative without adequate analysis. Third, the DEIR must analyze a 55% reduced Project size, which would substantially reduce significant impacts, as supported by the attached expert comments. Finally, the Project’s Development Agreement may improperly constrain the Project’s alternatives analysis in the DEIR.

Additionally, the DEIR fails to adequately disclose and mitigate the Project’s potentially significant impacts. As supported by the attached expert comments, the DEIR omits an analysis of the air quality impacts from transport refrigeration units (“TRUs”), which are a reasonably foreseeable Project use, and fails to assess the potential increase in air quality impacts due to the Beaumont-Cherry Valley Water District’s 2022 Resolution authorizing water use restrictions. The DEIR also does

<sup>4</sup> *Id.*

<sup>5</sup> *Id.*

<sup>6</sup> *Id.*

<sup>7</sup> *Id.*

<sup>8</sup> *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 391. 6128-006acp

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June 6, 2022

Page 3

not disclose and mitigate the full scope of the Project's impacts on health. The DEIR's Health Risk Assessment ("HRA") underestimates Diesel Particulate Matter ("DPM") from the Project's back-up generators, omits an analysis of non-diesel low NOx and zero emission technology options for back-up generators, improperly segments the analysis of the Project's health risks between the construction and operations phases, relies on an inadequate receptor grid to calculate DPM, and its Air Dispersion Model has flaws that result in inaccurate estimates of the Project's operational emissions, among other deficiencies.

With regards to the Project's significant impacts from greenhouse gas ("GHG") emissions, the DEIR's greenhouse gas ("GHG") emissions impact analysis is deficient and there is substantial evidence demonstrating that additional feasible mitigation measures are available to further reduce the Project's significant impacts from GHG emissions from mobile sources. There are omissions and deficiencies with the Project's VMT impacts analysis, including that the threshold is unsupported by substantial evidence and the DEIR fails to disclose the significant VMT impacts due to the Project's land use change from residential to industrial and commercial. The DEIR also fails to consider all feasible mitigation measures to reduce the Project's significant transportation impacts to less than significant levels. With regards to the DEIR's hazards assessment, the full scope of the Project's impacts from hazardous materials is insufficiently evaluated in the DEIR. The DEIR fails to disclose the Project's conflicts with California housing laws, which result in unmitigated significant impacts. The DEIR's subsequent finding that the Project will not displace a substantial amount of housing is therefore incorrect and unsupported by substantial evidence.

The DEIR also fails to meaningfully analyze the Project's impacts on water supply given the site's lack of recycled water infrastructure to offset potable water use. The full scope of the Project's impacts on biological resources are not adequately disclosed and mitigated in the DEIR. Specifically, the Project's significant impacts to the federally and state endangered Least bell's vireo will not be mitigated to less than significant levels, and the payment of local development mitigation fees is not adequate mitigation for this impact or the Project's other significant impacts on biological resources. Finally, the wildfire baseline set forth in the DEIR omits critical information necessary to inform the impact analysis.

Based upon an in-depth review of the DEIR, and for the reasons stated herein and in the attached expert comments, the DEIR must be revised and

6128-006acp

June 6, 2022  
Page 4

recirculated to adequately inform the decision-makers and public of the Project's significant environmental impacts and feasible mitigation measures.

O3-39

These comments were prepared with the assistance of air quality, GHG emissions, health risk assessment, and hazardous materials expert Dr. James Clark, Ph.D. Dr. Clark's comments and his *curriculum vitae* are attached as Exhibit A. These comments were also prepared with the assistance of traffic and transportation expert Mr. Daniel Smith, P.E. Mr. Smith's comments and his *curriculum vitae* are attached as Exhibit B.

O3-40

## **I. STATEMENT OF INTEREST**

CARECA is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental impacts of the Project. The coalition includes the District Council of Ironworkers and Southern California Pipe Trades DC 16, along with their members, their families, and other individuals who live and work in the City of Beaumont, and in Riverside County.

CARECA advocates for protecting the environment and the health of their communities' workforces. CARECA seeks to ensure a sustainable construction industry over the long-term by supporting projects that offer genuine economic and employment benefits, and which minimize adverse environmental and other impacts on local communities. CARECA members live, work, recreate, and raise their families in the City of Beaumont as well as in the County of Riverside and surrounding communities. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite.

O3-41

In addition, CARECA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

June 6, 2022

Page 5

## II. LEGAL BACKGROUND

CEQA is designed to inform decision-makers and the public about the potential, significant environmental effects of a project.<sup>9</sup> “CEQA’s fundamental goal [is] fostering informed decision-making.”<sup>10</sup> “The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind.”<sup>11</sup>

“The foremost principle in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.”<sup>12</sup> CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.<sup>13</sup> “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Second, CEQA requires public agencies to avoid or reduce environmental damage when “feasible” by requiring “environmentally superior” alternatives and all feasible mitigation measures.”<sup>14</sup>

Whether an EIR complies with CEQA’s requirements depends on whether the EIR “includes enough detail ‘to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.’...A prejudicial abuse of discretion occurs if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.”<sup>15</sup> Insufficient analysis or outright omissions regarding the magnitude of the environmental impact are not substantial evidence questions; instead, “the inquiry is predominantly legal and, ‘[a]s such, it is generally subject to independent

O3-42

<sup>9</sup> 14 C.C.R. § 15002(a)(1).

<sup>10</sup> *Laurel Heights Improvement Assn.*, 47 Cal.3d at 402.

<sup>11</sup> *Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283.

<sup>12</sup> *Communities for a Better Env’t. v. Cal. Res. Agency* (2002) 103 Cal. App.4th 98, 109.

<sup>13</sup> 14 CCR § 15002(a)(1).

<sup>14</sup> 14 CCR § 15002(a)(2) and (3); *See also Berkeley Keep Jets Over the Bay Com. v. Bd. of Port Comrs.* (2001) 91 Cal.App.4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

<sup>15</sup> *Golden Door Properties, LLC v. Cty. of San Diego* (2020) 50 Cal. App. 5th 467, 505; *See also Save our Peninsula Comm. v. Monterey Cty. Bd. of Supervisors* (2001) 87 Cal. App. 4th 99, 118 (“The error [in failing to include relevant information in the EIR] is prejudicial ‘if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.’”)

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review.”<sup>16</sup> As the Supreme Court recently clarified, a conclusory discussion of an environmental impact that an EIR deems significant may be held to be inadequate as a matter of law “without reference to substantial evidence,” even where mixed questions of law and fact are involved.<sup>17</sup> “A clearly inadequate or unsupported study is entitled to no judicial deference.”<sup>18</sup> To the extent factual questions arise, a substantial evidence standard of review applies.<sup>19</sup>

Moreover, the substantive mandate of CEQA prohibits public agencies from approving projects if feasible alternatives or mitigation measures are available that would substantially lessen the significant environmental effects of such projects.<sup>20</sup> A lead agency must mitigate or avoid the significant environmental effects of a project whenever it is feasible to do so.<sup>21</sup> The burden is on the agency to affirmatively demonstrate that it has considered feasible measures to lessen or avoid the project’s significant effects.<sup>22</sup> As stated by the California Supreme Court, “there [must] be a disclosure of ‘the analytic route the...agency traveled from evidence to action.’”<sup>23</sup>

### **III. THE DEIR FAILS TO ADEQUATELY DESCRIBE THE PROJECT**

The DEIR does not meet CEQA’s requirements because it fails to include an accurate, complete, and stable Project Description, rendering the entire analysis inadequate. California courts have repeatedly held that “an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient [CEQA document].”<sup>24</sup> CEQA requires that a project be described with enough particularity that its impacts can be assessed.<sup>25</sup> Accordingly, a lead agency may not hide behind its failure to obtain a complete and accurate project description.<sup>26</sup>

The DEIR explains that approval of a development agreement is one of the Project’s required approvals but fails to attach a proposed development agreement

<sup>16</sup> *Id.*

<sup>17</sup> *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 514, 516.

<sup>18</sup> *Berkeley Keep Jets Over the Bay Comm. v. Bd. of Port Comm’rs* (2001) 91 Cal. App. 4th 1344, 1355, *as modified on denial of reh’g* (Sept. 26, 2001).

<sup>19</sup> *Golden Door Properties, LLC*, 50 Cal. App. 5th at 505.

<sup>20</sup> Pub. Res. Code § 21002.

<sup>21</sup> *Id.* at 21002.1(b).

<sup>22</sup> *Vill. Laguna of Laguna Beach, Inc. v. Bd. of Supervisors* (1982) 134 Cal. App. 3d 1022, 1034–35.

<sup>23</sup> *Id.*

<sup>24</sup> *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

<sup>25</sup> *Id.* at 192.

<sup>26</sup> *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.

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to the DEIR and fails to describe its proposed terms.<sup>27</sup> As a result, the DEIR fails to describe this critical component of the Project.

A development agreement is a contract between an agency and a developer establishing certain development rights with any person having a legal or equitable interest in the property at issue. While a development agreement must advance an agency's local planning policies, it may also contain provisions that vary from otherwise applicable zoning standards and land use requirements as long as the project is consistent with the general plan and any applicable specific plan. For this reason, it is critical that the terms of a proposed development agreement be disclosed to the public and analyzed during the Project's CEQA review process in order to determine whether the development agreement may have potentially significant impacts that are not otherwise inherent in the Project.

O3-45

When a development agreement is required to implement a project, it is considered part of the project under CEQA.<sup>28</sup> Development agreements must be enacted in accordance with the Government Code and applicable local planning codes and must undergo environmental review at the time of adoption. Therefore, any development agreement for the Project must be described in the DEIR and considered by the City's decision makers at the same time as the rest of the Project approvals.

O3-46

The DEIR fails to include any discussion of the terms being considered for inclusion in the Project's current development agreement. The DEIR must be revised to correct this omission. In particular, the public must be allowed to consider whether the proposed development agreement will have significant impacts in addition to the impacts disclosed in the DEIR *before* the City enters a long-term contract with the applicant which could guarantee the long-term existence of those impacts during the life of the contract.

O3-47

#### **IV. THE ALTERNATIVES ANALYSIS IN THE DEIR IS DEFICIENT**

The Project Description in an EIR must include a description of the Project Objectives. "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain *most* of the basic

O3-48

<sup>27</sup> DEIR at 3-17.

<sup>28</sup> See Gov. Code §§ 65864, *et seq.*; 14 C.C.R. §§15352(a), (b), 15378; *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116.  
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objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”<sup>29</sup> CEQA “make clear that ‘[o]ne of its [an EIR’s] major functions ... is to ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official.’”<sup>30</sup>

**A. The DEIR’S Project Objectives are Impermissibly Narrow and Improperly Constrain the Alternatives Analysis**

One of the Project Objectives is to “[f]acilitate the development of underutilized land currently planned for residential uses with uses that maximize the use of the site as a large format e-commerce center consisting of one or more buildings with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses responding to market demand.”<sup>31</sup> As written, this Project Objective improperly constricts the alternatives analysis by impeding any alternative other than the Project itself. For example, an alternative that includes residential uses is foreclosed because the objective limits the site to commercial uses only. Similarly, any reduction to building intensity is precluded by specifying the total square footage for both the e-commerce buildings and the areas with mixed commercial uses.

The limiting effect of this Project Objective is evidenced in the DEIR’s alternatives analysis, which is severely deficient. Other than the “No Project” Alternative, the DEIR analyzed only one alternative to the Project. The Reduced Building Intensity Alternative “would entail the development of e-commerce and commercial uses, but at a smaller square footage (15 percent less) than what was proposed for the Project. The Alternative would involve the development of 2,173,846 square feet of e-commerce space.”<sup>32</sup> The DEIR identified the Reduced Building Intensity Alternative as “the environmentally superior Alternative because it would reduce some of the potentially significant impacts of the proposed Project,” but dismissed this Alternative as “not capable of meeting all of the basic objectives of the Project” without further explanation.<sup>33</sup>

O3-49

<sup>29</sup> 14 C.C.R. § 15126.6(a) (emphasis added).

<sup>30</sup> *Laurel Heights Improvement Assn.*, 47 Cal. 3d at 400.

<sup>31</sup> DEIR at 3-8.

<sup>32</sup> *Id.* at 6-16.

<sup>33</sup> *Id.* at 6-22.

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In *We Advoc. Through Env't Rev. v. Cnty. of Siskiyou*, the court held that “the County produced a flawed EIR” by taking an “artificially narrow approach for describing the project objectives, ... ensur[ing] that the results of its alternatives analysis would be a foregone conclusion.”<sup>34</sup> The court reasoned that “as a result, [the County] transformed the EIR’s alternatives section—often described as part of the “core of the EIR” [internal citation omitted]—into an empty formality.”<sup>35</sup> There, the EIR’s “stated project objectives, mirroring the proposed project itself, consist[ed] largely of the use of ‘the full production capacity of the existing Plant’ and the ‘operation of the Plant as soon as possible.’”<sup>36</sup> The court determined that “if the principal project objective is simply pursuing the proposed project, then no alternative other than the proposed project would do. All competing reasonable alternatives would simply be defined out of consideration.”<sup>37</sup> The court also held that the error was prejudicial: “[b]ecause the City effectively described the principal project objective as operating the project as proposed, it dismissively rejected anything other than the proposed project. In doing so, it prejudicially prevented informed decision making and public participation.”<sup>38</sup>

O3-50

Here, the DEIR’s Project Objectives to develop “a large format e-commerce center” “with total e-commerce building space in excess of 2,557,465 square feet in size and approximately 150,000 square feet of mixed commercial uses” is effectively a description of the proposed Project, thereby preventing any alternative to the Project from achieving these stated objectives.<sup>39</sup> “One of [an EIR’s] major functions ... is to ensure that *all reasonable alternatives* to proposed projects are thoroughly assessed by the responsible official.”<sup>40</sup> The DEIR’s narrowly tailored Project Objectives prohibits the alternatives analysis mandated by CEQA. This error is particularly egregious given that the Reduced Building Intensity Alternative would reduce some of the potentially significant impacts of the proposed Project, including impacts to biological resources, cultural resources, energy, geology and soils, hazardous materials, hydrology and water quality, population and housing, public services, recreation, and utilities and service systems.<sup>41</sup>

<sup>34</sup> *We Advoc. Through Env't Rev. v. Cnty. of Siskiyou*, 2022 WL 1499576, at \*8 (Cal. Ct. App. Apr. 20, 2022).

<sup>35</sup> *Id.*

<sup>36</sup> *Id.*

<sup>37</sup> *Id.*

<sup>38</sup> *Id.*

<sup>39</sup> DEIR at 3-8.

<sup>40</sup> *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565.

<sup>41</sup> DEIR at 6-22—6-23.

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Additionally, a meaningful assessment of a reduced intensity alternative is particularly important for this Project given that the original Sunny-Cal Specific Plan for the site was reduced in size and scope.<sup>42</sup> Specifically, the plan was “modified to eliminate all commercial properties and higher density residential units, to reduce the number of residential units from 907 to 597, and to exclude the 120-acre portion of the Danny Thomas Ranch, thus reducing the size or footprint of the SCSP from 323.3 to 200 acres....”<sup>43</sup> This reduction in intensity was in response to the City Planning Commission’s suggestion to change the project at a public hearing in July of 2005.<sup>44</sup> Given this history, an adequate discussion of a reduced intensity alternative to the Project is critical to ensure consistency with the goals and policies of the City as well as to meaningfully avoid or reduce the Project’s significant environmental impacts.

**B. The DEIR Dismisses the Environmentally Superior Alternative Without Adequate Analysis**

“The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.”<sup>45</sup> An EIR is required to identify the environmentally superior alternative from among the range or reasonable alternatives that are evaluated.<sup>46</sup> “CEQA does not permit a lead agency to omit any discussion, analysis, or even mention of any alternatives that feasibly might reduce the environmental impact of a project on the *unanalyzed theory* that such an alternative *might not* prove to be environmentally superior to the project. The purpose of an EIR is to provide the facts and analysis that would support such a conclusion so that the decision maker can evaluate whether it is correct.”<sup>47</sup>

CEQA requires that “the discussion of alternatives [] focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, *even if these alternatives would impede to some degree the attainment of the project objectives*, or would be more costly.”<sup>48</sup> Therefore, even if all of the Project Objectives may not be achieved, the DEIR must not dismiss

<sup>42</sup> *Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal. App. 4th 316, 325.

<sup>43</sup> *Id.*

<sup>44</sup> *Id.*

<sup>45</sup> 14 C.C.R. § 15126.6(d).

<sup>46</sup> *Id.* at § 15126.6(e)(2).

<sup>47</sup> *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal. App. 4th 1277, 1305.

<sup>48</sup> 14 C.C.R. § 15126.6(b) (emphasis added).

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an otherwise environmentally superior alternative. However, DEIR fails to explain which Project Objectives would not be achieved by the Reduced Building Intensity Alternative and instead sets forth the conclusory assertion that this Alternative is “not capable of meeting all of the basic objectives of the Project.”<sup>49</sup> The DEIR omits any further analysis about which Project Objectives are not achieved and therefore the conclusion set forth in the alternatives analysis is not supported by substantial evidence. The failure to include this discussion in the DEIR is an omission in the analysis that prohibits informed decision making and meaningful public participation.



**C. The City Must Analyze a 55% Reduced Project Size Alternative in a Revised DEIR**

CEQA Guidelines requires an EIR to “describe a range of reasonable alternatives to the project, [], which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”<sup>50</sup> “There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”<sup>51</sup> Moreover, “a public agency cannot approve a project if the EIR identifies one or more significant effects on the environment, unless the agency makes a finding with respect to each significant effect that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures *or alternatives* identified in the EIR and makes a statement of overriding consideration with respect to the significant effects.”<sup>52</sup>

O3-53



Here, Mr. Smith explained in his comments that the DEIR should have evaluated a 55% reduction in Project size, which would have reduced the Project’s significant impacts on VMT to less than significant levels.<sup>53</sup> Mr. Smith explained, “If the Project did conform to City VMT significance thresholds, its e-commerce component alone would generate between about 50,000 and 64,000 VMT per day depending on considerations like employee density.”<sup>54</sup> If the DEIR removes the

O3-54



<sup>49</sup> DEIR at 6-22.

<sup>50</sup> 14 C.C.R. § 15126.6(a).

<sup>51</sup> *Id.*

<sup>52</sup> *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal. App. 5th 867, 877; *See also* Pub. Res. Code § 21081.

<sup>53</sup> Smith Comments at 3.

<sup>54</sup> *Id.*

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Project Objectives that improperly constrict the alternatives analysis by impeding any alternative other than the Project itself, as explained above, significant reductions in the Project size may still achieve most of the other Project Objectives (e.g., “Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location;” “Provide access patterns that minimize traffic conflicts;” “Provide a comprehensive land use plan that designates the distribution, location, and extent of land uses.”)<sup>55</sup>

Given that the DEIR concludes that the Project’s cumulative transportation impacts are significant and unavoidable (as well as related air quality and GHG emissions, many of which result from mobile source emissions),<sup>56</sup> the DEIR must consider a reduced-size alternative which would lessen or avoid these impacts. Mr. Smith provides substantial evidence demonstrating that a 55% reduction in Project size alternative would avoid some or all of the Project’s significant transportation impacts and is likely to achieve most of the Project Objectives (absent the objectives that do not comply with CEQA’s requirements). The City must consider this alternative in a revised and recirculated DEIR.

O3-55

#### **D. The Development Agreement May Improperly Constrain the Project’s Alternatives Analysis in the DEIR**

California law allows cities to enter into contracts with landowners to provide a period of time in which to complete a development project, known as a “development agreement.”<sup>57</sup> A development agreement is a legislative act approved by ordinance that must be disclosed in the project description under CEQA Guidelines Section 15124.<sup>58</sup> Although a development agreement provides a developer with vested rights to complete a development without changes in the land use regulations over the term of the agreement, such agreements must not “commit the agency to the project” prior to compliance with CEQA or “foreclose[] alternatives or mitigation measures that would ordinarily be part of CEQA review of that public project,” including the no project alternative.<sup>59</sup> “In applying this

O3-56

<sup>55</sup> DEIR at 3-7—3-8.

<sup>56</sup> DEIR at 1-8.

<sup>57</sup> Gov’t Code § 65864.

<sup>58</sup> 14 C.C.R. § 15124(d)(1)(B).

<sup>59</sup> *Id.* at § 15004(b)(4)(C); *See also Save Tara v. City of W. Hollywood* (2008) 45 Cal. 4th 116, 138, as modified (Dec. 10, 2008).

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principle to conditional development agreements, courts should look not only to the terms of the agreement but to the surrounding circumstances to determine whether, as a practical matter, the agency has committed itself to the project as a whole or to any particular features, so as to effectively preclude any alternatives or mitigation measures that CEQA would otherwise require to be considered, including the alternative of not going forward with the project.”<sup>60</sup>

Here, the Project Description in the DEIR briefly mentions that “[a] statutory development agreement...may be processed concurrently with the approval of this Specific Plan.”<sup>61</sup> The DEIR further states that “[t]he development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable.”<sup>62</sup> The DEIR does not include any additional discussion about the Development Agreement and the Development Agreement is not attached to the DEIR as an appendix. CARECA repeatedly requested a copy of the Development Agreement for review pursuant to CEQA as a document referenced in the DEIR and the Public Records Act (“PRA”), but the City repeatedly refused to produce a copy of the Development Agreement. To the extent that any of the terms of the Development Agreement foreclose an otherwise feasible alternative, the Development Agreement should be amended, and the DEIR analysis must be revised accordingly.

O3-57

**V. THE DEIR FAILS TO ADEQUATELY DISCLOSE AND MITIGATE THE PROJECT'S SIGNIFICANT IMPACTS**

“The foremost principle in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.”<sup>63</sup> Whether an EIR adequately discussed a project’s environmental impacts “is an issue distinct from the extent to which the agency is correct in its determination whether the impacts are significant.”<sup>64</sup> Even if the EIR concludes an impact is significant, the EIR must nevertheless “reasonably describe the nature and magnitude of the adverse effect.”<sup>65</sup> The ultimate inquiry is whether the EIR includes enough detail to enable those who did not participate in its preparation to understand and to

O3-58

<sup>60</sup> *Id.* at 139.

<sup>61</sup> DEIR at 3-17.

<sup>62</sup> *Id.*

<sup>63</sup> *Communities for a Better Environment v. Cal. Resources Agency* (2002) 103 Cal. App.4th 98, 109.

<sup>64</sup> *Sierra Club v. Cty. of Fresno* (2018) 6 Cal. 5th 502, 514.

<sup>65</sup> *Id.*

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consider meaningfully the issues raised by the proposed project.<sup>66</sup> An adequate description of environmental impacts also “inform[s] the critical discussion of mitigation measures and project alternatives at the core of the EIR.”<sup>67</sup>

The failure to provide the information required by CEQA is a failure to proceed in the manner required by CEQA.<sup>68</sup> Challenges to an agency’s failure to proceed in the manner required by CEQA, such as the failure to address a subject required to be covered or to disclose information about a project’s environmental effects or alternatives, are subject to a less deferential standard than challenges to an agency’s factual conclusions.<sup>69</sup> Even when substantial evidence questions arise, reviewing courts will not “uncritically rely on every study or analysis presented by a project proponent in support of its position.”<sup>70</sup>

O3-59

**A. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on Air Quality**

The South Coast Air Basin (“Basin”) already experiences high levels of air pollution due to “the nation’s second largest urban area combined with meteorological conditions and topography that create the ideal conditions for the formation of pollutants such as ozone and fine particulate matter (PM2.5, particles less than 2.5 microns in diameter).”<sup>71</sup> Pollutants of concern in the Basin include O3, PM10, and PM2.5, and the Basin is currently designated as a nonattainment area with respect to the State O3, PM10, and PM2.5 standards, as well as the national 8-hour O3 and PM2.5 standards.<sup>72</sup>

O3-60

In 2020, the Basin exceeded federal standards on 49 percent of the days, mainly due to exceedances of ozone and PM2.5.<sup>73</sup> “The maximum measured concentrations for these pollutants in 2020 were among the highest in the

<sup>66</sup> *Id.* at 516.

<sup>67</sup> *Id.* at 514.

<sup>68</sup> *Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236.

<sup>69</sup> *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435.

<sup>70</sup> *Berkeley Keep Jets Over the Bay Com.*, 91 Cal.App.4th at 1355.

<sup>71</sup> South Coast Air Quality Management District (“SCAQMD”), *Draft 2022 AQMD* at 2-1 (May 2022), available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

<sup>72</sup> DEIR at 4.2-4; 4.2-10.

<sup>73</sup> SCAQMD, *Draft 2022 AQMD* at 2-68 (May 2022), available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

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country.”<sup>74</sup> “While ozone trends had shown continual improvement historically, trends over the past decade have been mostly flat.”<sup>75</sup> The Project site and surrounding areas are ranked in the 99<sup>th</sup> percentile for ozone pollution, according to the Office of Environmental Health Hazard Assessment’s CalEnviroScreen.<sup>76</sup>

The South Coast Air Quality Management District (“SCAQMD”) recognized in its 2022 Draft Air Quality Management Plan that “[w]hile economic growth is beneficial for the region, it presents a challenge to air quality improvement efforts as projected growth could offset the progress made in reducing VOC, NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>2.5</sub> emissions through adopted regulations from the South Coast AQMD and CARB.”<sup>77</sup> As recognized in the DEIR, this Project would result in unavoidable significant impacts with respect to air quality plan consistency and operational emissions with the majority of the Project’s emission exceedances being from mobile sources.<sup>78</sup>

Statewide, “[h]eavy-duty trucks comprise the largest source of NO<sub>x</sub> in the state, contributing nearly a third of all statewide NO<sub>x</sub> emissions as well as more than a quarter of total statewide diesel particulate matter (PM) emissions.”<sup>79</sup> According to the California Air Resources Board (“CARB”), “[i]f California is to meet its health-based ambient air quality standards, we need to reduce levels of NO<sub>x</sub> emissions from on-road heavy-duty trucks by 85 percent. This will help us achieve the 2008 75 ppb ozone standard required by 2031 in the South Coast region.”<sup>80</sup> However, this Project will add significant levels of NO<sub>x</sub> emissions to the Basin, particularly from on-road heavy-duty trucks, resulting in unmitigated, significant air quality impacts.

<sup>74</sup> *Id.*

<sup>75</sup> *Id.*

<sup>76</sup> Office of Environmental Health Hazard Assessment (“OEHHHA”), *CalEnviroScreen 4.0*, available at: <https://oehha.ca.gov/calenviroscreen>. Census tract 606043811.

<sup>77</sup> DEIR at 3-29.

<sup>78</sup> *Id.* at 4.2-35; 4.2-57. Phase 1 of the Project is expected to generate 10,050 daily trips, which includes 5,522 passenger car trips, 3,906 van delivery trips, and 622 truck trips, and Phase 2 of the Project is estimated to generate 485 daily trips, which include employee commutes to work, retail customers, and delivery trips. *Id.* at 4.2-31; 4.2-33.

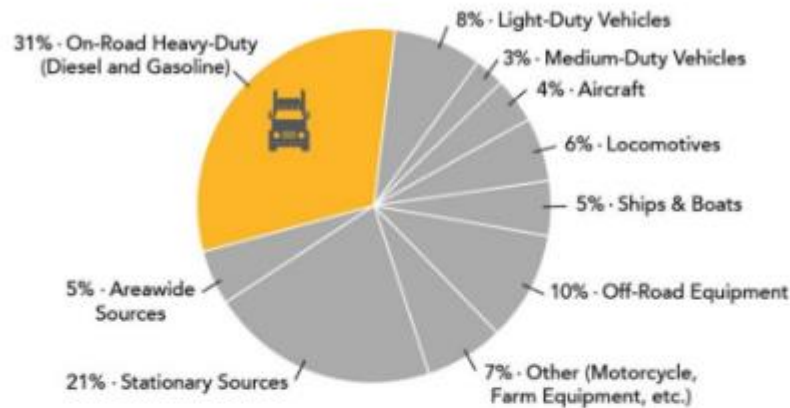
<sup>79</sup> California Air Resources Board, *Facts about the Low NO<sub>x</sub> Heavy-Duty Omnibus Regulation*, available at: [https://ww2.arb.ca.gov/sites/default/files/classic/msprog/hdlownox/files/HD\\_NOx\\_Omnibus\\_Fact\\_Sheet.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/msprog/hdlownox/files/HD_NOx_Omnibus_Fact_Sheet.pdf).

<sup>80</sup> *Id.*

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Sources of NO<sub>x</sub> Emissions in California



81

The DEIR fails to disclose or adequately mitigate the Project's significant impacts to air quality to the maximum extent feasible, as required by CEQA. In particular, the DEIR omits an analysis of the air quality impacts from TRUs, which are a reasonably foreseeable Project use, and fails to assess the potential increase in air quality impacts due to the Beaumont-Cherry Valley Water District's 2022 Resolution authorizing water use restrictions. PDF AQ-4 and PDF AQ-10 will not meaningfully reduce the Project's significant impacts on air quality and must be included as binding mitigation. MM AQ-3 for a Transportation Demand Management Program is devoid of the necessary criteria for measuring the effectiveness of the measure, and MM AQ-1 must be strengthened to reduce the Project's significant NO<sub>x</sub> emissions and DPM emissions during construction in Phases 1 and 2. For the reasons stated herein, the DEIR's air quality analysis is deficient and must be revised.

O3-63

<sup>81</sup> *Id.*  
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a. The DEIR Improperly Omits an Analysis of the Air Quality Impacts from TRUs

MM AQ-4 states, “The buildings’ electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods.”<sup>82</sup> (4.2-40) However, according to the DEIR, cold storage is not an allowed use in the Specific Plan zone, which is the existing zoning for the Project site,<sup>83</sup> and PDF AQ-1 expressly states that the Project will not involve TRUs.<sup>84</sup> Despite expressly acknowledging the potential for cold storage uses in MM AQ-4, the Project’s air quality analysis modeled the warehouses as unrefrigerated, meaning the DEIR’s projected Project emissions did not include emissions from TRUs.<sup>85</sup>

O3-64

The DEIR’s omission of emissions from TRUs from its air quality analysis is not supported by substantial evidence. As explained in Dr. Clark’s comments, TRUs are reasonably foreseeable based on the requirement in MM AQ-4 and the DEIR improperly excludes emissions from TRUs in the impact analysis.<sup>86</sup> By failing to account for the Project’s TRU emissions in the public health impacts analysis, Dr. Clark concluded that the DEIR is “intentionally underestimating the foreseeable health risk to the community as well as the associated GHG emissions from the operation of the TRUs.”<sup>87</sup>

b. The DEIR Fails to Assess the Potential Increase in Air Quality Impacts Due to the Beaumont-Cherry Valley Water District’s 2022 Resolution Authorizing Water Use Restrictions

The DEIR explains that the Project would be subject to SCAQMD Rules for reducing fugitive dust, identified in Standard Conditions (“SC”) AQ-1.<sup>88</sup> “Standard

<sup>82</sup> DEIR at 4.2-40.

<sup>83</sup> Although the DEIR claims that “[c]old storage is also not an allowed use in the Specific Plan,” this statement is not supported by substantial evidence because the DEIR does not include a copy of the amended Specific Plan for public review and comment, thereby hindering informed decision-making and meaningful public participation.

<sup>84</sup> *Id.* at 3-4; 4.2-20.

<sup>85</sup> *Id.*

<sup>86</sup> Clark Comments at 24-25.

<sup>87</sup> *Id.* at 25.

<sup>88</sup> DEIR at 4.2-28.

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Conditions are existing requirements and standard conditions that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review.”<sup>89</sup> SC AQ-1 states, “Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with [SCAQMD’s] Rules 402 and 403 to minimize construction emissions of dust and particulates.”<sup>90</sup> Specifically, SCAQMD Rule 403 for Fugitive Dust “requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.”<sup>91</sup> The measures required by SC AQ-1 may include, but are not limited to, the following:

- “Portions of a construction site to remain inactive longer than a period of three months will be seeded and **watered** until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or **watered** periodically or chemically stabilized.
- All material transported off-site will be either sufficiently **watered** or securely covered to prevent excessive amounts of dust. ...
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or **washed down** at the end of the work day to remove soil tracked onto the paved surface.”<sup>92</sup>

O3-65

However, on April 28, 2022, the Board of Directors of the Beaumont-Cherry Valley Water District adopted Resolution 2022-12 entitled, “A Resolution Of The Board Of Directors Of The Beaumont-Cherry Valley Water District Authorizing The Implementation Of Water Use Restrictions And Rescinding Resolution 2016-05.”<sup>93</sup> The Resolution declared that the Beaumont-Cherry Valley Water District is in a Level 3 water shortage, which is defined as a moderate shortage with mandatory

<sup>89</sup> *Id.* at 4.2-36.

<sup>90</sup> *Id.* at 4.2-37.

<sup>91</sup> *Id.* at 4.2-10.

<sup>92</sup> *Id.* at 4.2-37 (emphasis added).

<sup>93</sup> Beaumont-Cherry Valley Water District, *Resolution 2022-12* (April 28, 2022), available at: <https://bcvwd.org/wp-content/uploads/2022/05/2022-12r.pdf>. 6128-006acp

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water reductions.<sup>94</sup> A Level 3 water shortage occurs when “[u]p to a 30% reduction in normal (average), ‘long-term’ averaged supply occurs.”<sup>95</sup> During a Level 3 water shortage, the Beaumont-Cherry Valley Water District will encourage the “[u]se of recycled or non-potable water for construction activities,” and “[n]o new construction meters will be approved.”<sup>96</sup>

O3-66

Attachment A to the Resolution sets forth the District’s specific prohibitions and water use restrictions based on a Level 3 water shortage.<sup>97</sup> Section 1 pertaining to mandatory prohibitions on water waste states, “Under the Emergency Regulations adopted on January 4, 2022 (effective January 18, 2022), by the State Water Resources Control Board the following are prohibited: The use of potable water for street cleaning **or construction site preparation purposes, unless no other method can be used or as needed to protect the health and safety of the public.**”<sup>98</sup> Section 2 governing water use restrictions states, “Issuance of construction meters shall be conditionally allowed under the following: a. Activities related to rough grading shall be subject to Board Approval. i. Applicant shall identify to staff grading duration, approximate quantity of water needed and conditions for which the Board of Directors is to consider.”<sup>99</sup>

O3-67

The DEIR’s air quality impact analysis fails to analyze whether the District’s prohibitions on water waste and water use restrictions will impact the feasibility of the Project’s compliance with SC AQ-1 and SCAQMD Rule 403. The DEIR also does not evaluate whether the Project’s air quality impacts will increase given the Beaumont-Cherry Valley Water District’s 2022 Resolution prohibiting the use of potable water for “construction site preparation...unless no other method can be used or as needed to protect the health and safety of the public.”<sup>100</sup> Finally, the DEIR fails to discuss other methods of construction site preparation and dust control which would be used in place of potable water. The DEIR must not only disclose which methods for fugitive dust control will be utilized if watering is not an

O3-68

O3-69

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<sup>94</sup> *Id.*; See also Beaumont-Cherry Valley Water District, *Water Shortage Contingency Plan* at 16 (September 2021), available at: [https://bcvwd.org/wp-content/uploads/2021/10/2020-BCVWD-WSCP-ADOPTED\\_2021-08-26.pdf](https://bcvwd.org/wp-content/uploads/2021/10/2020-BCVWD-WSCP-ADOPTED_2021-08-26.pdf).

<sup>95</sup> *Id.*

<sup>96</sup> *Id.*

<sup>97</sup> Beaumont-Cherry Valley Water District, *Resolution 2022-12* (April 28, 2022), available at: <https://bcvwd.org/wp-content/uploads/2022/05/2022-12r.pdf> (emphasis added).

<sup>98</sup> *Id.* (emphasis added).

<sup>99</sup> *Id.*

<sup>100</sup> *Id.*

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option due to prohibitions and restrictions on water use, but also assess the potential increase in air quality impacts given these alternative methods.

c. PDF AQ-4 and PDF AQ-10 Will Not Meaningfully Reduce the Project's Significant Impacts on Air Quality

An EIR is an informational document that must inform decision-makers and the public of “feasible measures which could minimize significant adverse impacts....”<sup>101</sup> “[W]hen a project is approved that will significantly affect the environment, CEQA places the burden on the approving agency to affirmatively show that it has considered the identified means of lessening or avoiding the project’s significant effects and to explain its decision allowing those adverse changes to occur.”<sup>102</sup> Here, the DEIR fails to demonstrate that the Project’s significant impacts to air quality are mitigated to the maximum extent feasible as required by CEQA.

O3-70

The DEIR concludes that the “majority of the Project’s emission exceedances are from mobile sources that cannot feasibly be reduced below the SCAQMD threshold.”<sup>103</sup> The DEIR relies on Project Design Features (“PDFs”) and mitigation measures to reduce emissions from mobile sources, but improperly dismisses the feasibility of additional measures to mitigate the Project’s significant operational emissions on the grounds that “[e]missions from motor vehicles are controlled by State and Federal standards and the Project has no control over these standards.”<sup>104</sup> This conclusion is not supported by substantial evidence.

O3-71

Although not incorporated as binding mitigation, in violation of CEQA, PDF AQ-4 attempts to address the Project’s significant emissions from mobile sources, particularly heavy-duty trucks, by requiring all heavy-duty vehicles associated with Phase 1 of the Project to be model year 2010 or later.<sup>105</sup> PDF AQ-4 also states that it mandates that this requirement be included as part of tenant’s agreement with third-party carriers.<sup>106</sup> CEQA defines mitigation as including any measures designed to avoid, minimize, rectify, reduce, or compensate for a significant impact.<sup>107</sup> The

O3-72

<sup>101</sup> 14 C.C.R. §§ 15121(a), 15126.4(a).

<sup>102</sup> *Lotus v. Dep’t of Transportation* (2014) 223 Cal. App. 4th 645, 654.

<sup>103</sup> DEIR at 4.2-34.

<sup>104</sup> *Id.*

<sup>105</sup> DEIR at 4.2-22.

<sup>106</sup> *Id.*

<sup>107</sup> 14 C.C.R. § 15370.

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actions required under PDF AQ-4 are not currently binding or enforceable, because they are not included in the Project's Mitigation Monitoring and Reporting Plan ("MMRP"). PDF AQ-4 must be included in the DEIR as a mitigation measure because it is intended to reduce the Project's significant air quality impacts. PDF AQ-4 is not designed to simply modify a physical element of the Project, as is inherent in any project "design feature," but instead is included for the purpose of reducing the Project's significant air quality impacts. This makes PDF AQ-4 a mitigation measure within the meaning of CEQA.

Additionally, our air quality expert, Dr. James Clark, analyzed the emission reductions which would result from "changing the minimum allowable model year from 2010 to 2018" and determined that requiring heavy-duty trucks to be "model year 2018 or later would result in:

- A 48% reduction in NOx emissions from trucks operating on site.
- A 42% reduction in diesel particulate matter (DPM) emissions from trucks measured as particulate matter less than 2.5 microns (PM<sub>2.5</sub>) operating on site.
- A 42% reduction in DPM emissions from trucks measured as particulate matter less than 10 microns (PM<sub>10</sub>) operating on site.
- A 50% reduction in reactive organic gases (ROGs) from trucks operating on site."<sup>108</sup>

Based on his calculations, Dr. Clark concluded that changing the requirement to model year 2018 or later for all heavy-duty vehicles entering or operated on the Phase 1 project site would reduce the Project's significant NOx emissions substantially and ensure the Project is below SCAQMD thresholds.<sup>109</sup> The imposition of all feasible air quality mitigation for the Project is mandatory given that the DEIR concludes that the Project will result in significant and unavoidable air quality impacts due to exceedances of SCAQMD significance thresholds and inconsistencies with the AQMP.<sup>110</sup> Yet, the DEIR fails to evaluate whether additional mitigation beyond a 2010 model year cut-off is feasible despite the substantial emission reductions from such a change and the feasibility of enforcing a revised cut-off date contractually through the tenant agreement, as proposed in PDF AQ-4.<sup>111</sup> Accordingly, substantial evidence demonstrates that the

O3-73

<sup>108</sup> Clark Comments at 13.

<sup>109</sup> *Id.*

<sup>110</sup> DEIR at 4.2-26; *Covington*, 43 Cal.App.5th at 879-883.

<sup>111</sup> See 14 C.C.R. § 15126.4(a)(2).

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DEIR has not proposed all feasible mitigation measures to minimize the Project's significant impacts on air quality and thus the DEIR is deficient.

Dr. Clark also commented that PDF AQ-10 will not reduce the Project's significant emissions of NO<sub>x</sub> and ROG as a result of the Project's heavy-duty trucks.<sup>112</sup> PDF AQ-10 requires the installation of 30 electric light-duty vehicle charging stations and installation of conduit for 59 future electric light-duty vehicle charging stations.<sup>113</sup> Electric charging stations or other efficiency measures for heavy-duty trucks are not proposed by PDF AQ-10. However, Dr. Clark explained that the Project's passenger vehicles account for less than 6% of NO<sub>x</sub> emissions across the site while heavy duty trucks account for 75% of the emissions of NO<sub>x</sub>.<sup>114</sup> Even with implementation of PDF AQ-10, Dr. Clark emphasized that "the site will cause excess emissions of NO<sub>x</sub> in area already heavily impacted by ozone and ozone pre-cursors."<sup>115</sup> Dr. Clark therefore recommended "[a]dditional binding mitigation for the project that focuses on the primary source of NO<sub>x</sub> associated with the project, i.e., the heavy duty trucks utilizing the site..." including:

- Contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
- Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2023. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP). Additional incentive funds are available from the Carl Moyer Program and Voucher Incentive Program.
- Include contractual language in tenant lease agreements that requires the tenant to be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Advanced Clean Trucks Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

<sup>112</sup> Clark Comments at 7-9.

<sup>113</sup> DEIR at 4.2-23.

<sup>114</sup> Clark Comments at 7-8.

<sup>115</sup> *Id.* at 8.

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- Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than *two minutes* while on site.”<sup>116</sup>

For the foregoing reasons, the DEIR fails to demonstrate that the Project’s significant impacts to air quality are mitigated to the maximum extent feasible as required by CEQA. The City must consider these additional mitigation measures before it can adopt a statement of overriding considerations for the Project.

d. MM AQ-3 for a Transportation Demand Management Program is Devoid of the Necessary Criteria for Measuring the Effectiveness of the Measure

CEQA requires an EIR to include a detailed statement of feasible mitigation measures proposed to minimize significant effects on the environment.<sup>117</sup> A description of feasible mitigation measures is part of “the core” of an EIR.<sup>118</sup> Formulation of mitigation measures cannot be deferred.<sup>119</sup> “The specific details of a mitigation measure, however, may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review provided that the agency (1) commits itself to the mitigation, (2) adopts specific performance standards the mitigation will achieve, and (3) identifies the type(s) of potential action(s) that can feasibly achieve that performance standard and that will [be] considered, analyzed, and potentially incorporated in the mitigation measure.”<sup>120</sup>

MM AQ-3 requires the implementation of a Transportation Demand Management (“TDM”) program.<sup>121</sup> The timing for the preparation and submittal of the TDM is generally set forth in MM AQ-3 as “[p]rior to issuance of Phase 1 and Phase 2 occupancy permits....”<sup>122</sup> MM AQ-3, however, fails to specify specific performance standards for reducing the use of single occupant vehicles by employees and also omits a timeline for achieving the TDM strategies and undertaking the implementing actions. These omissions violate the requirements

<sup>116</sup> *Id.* at 8-9.

<sup>117</sup> Pub. Res. Code § 21100; 14 C.C.R. § 15126.4(a)(1).

<sup>118</sup> *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.

<sup>119</sup> 14 C.C.R. § 15126.4(a)(1)(B).

<sup>120</sup> *Id.*

<sup>121</sup> DEIR at 4.2-39.

<sup>122</sup> *Id.* at 4.2-39.

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under CEQA Guidelines section 15126.4 to provide a detailed statement of feasible mitigation measures in an EIR. MM AQ-3 also fails to set forth clear monitoring and reporting requirements to ensure that the TDM is properly implemented. The failure to identify specific performance standards, timelines, and monitoring/reporting requirements makes MM AQ-3 uncertain and speculative.

e. MM AQ-1 Must be Strengthened to Reduce the Project's Significant NOx Emissions and DPM Emissions During Construction in Phases 1 and 2

CEQA prohibits a public agency from “approv[ing] projects as proposed if there are feasible [] mitigation measures available which would substantially lessen the significant environmental effects of such projects, ....”<sup>123</sup> Here, additional feasible mitigation is available with regards to MM AQ-1 to further reduce the Project’s significant NOx emissions as well as emissions from DPM, which our expert determined to be significant and severely underestimated in the DEIR as discussed below.

O3-77

During Phase 1 of construction activities, the DEIR finds that “unmitigated construction emissions would exceed the SCAQMD threshold for the ozone precursors NOx and ROG (VOC)” without implementation of MM AQ-1 and MM AQ-2.<sup>124</sup> The DEIR further recognizes that “[c]onstruction of the Project would result in the generation of DPM emissions from the use of required off-road diesel equipment required.”<sup>125</sup> “Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.”<sup>126</sup> MM AQ-1 requires in part that “[a]ll off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards.”<sup>127</sup> MM AQ-1 therefore limits the Tier 4 requirement to equipment greater than 50 horsepower without justification. To address the Project’s air quality and public health impacts during construction activities, this measure must be broadened to require all off-road diesel-powered construction equipment to be Tier 4 equipment—regardless of horsepower.

O3-78

<sup>123</sup> Pub. Res. Code § 21002.

<sup>124</sup> DEIR at 4.2-28.

<sup>125</sup> *Id.* at 4.2-50.

<sup>126</sup> *Id.* at 4.2-51.

<sup>127</sup> *Id.* at 4.2-38.

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**B. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project's Impacts on Public Health**

The DEIR's discussion of public health impacts from air pollutants generated by the Project is inadequate. CEQA Guidelines section 15126.2 mandates that an EIR "identify and focus on the significant environmental effects of the proposed project ... examin[ing] [] changes in the existing physical conditions in the affected area," that it identify and describe "[d]irect and indirect significant effects of the project on the environment," and that the discussion should include, among other things, "relevant specifics of ... health and safety problems caused by the physical changes...."<sup>128</sup> As recognized by the California Supreme Court in *Sierra Club v. Cnty. of Fresno*, this section "also suggests that a connection be drawn between the two segments of information presented in the EIR—potential project emissions and human health impacts. Such a connection would meet CEQA's requirements."<sup>129</sup>

Here, the DEIR does not disclose and mitigate the full scope of the Project's impacts on public health. The DEIR's HRA underestimates DPM from the Project's back-up generators, omits an analysis of non-diesel low NOx and zero emission technology options for back-up generators, improperly segments the analysis of the Project's health risks between the construction and operations phases, relies on an inadequate receptor grid to calculate DPM, and its Air Dispersion Model has flaws that result in inaccurate estimates of the project's operational emissions, among other things. The Project is also sited without adequate buffers from sensitive receptors and is therefore inconsistent with General Plan Policy 8.4.3 and the DEIR fails to adequately analyze the cumulative health impacts in the highly impacted communities surrounding the Project site.

For the reasons stated herein, the DEIR's health analysis is deficient and must be revised.

a. **The HRA Failed to Fully Account for Back-up Generator Usage Onsite and Therefore Underestimates Emissions from DPM**

Internal combustion engines ("ICEs") are commonly used for emergency backup for electric power generation in the Basin and the SCAQMD adopted regulations requiring permits for stationary ICEs rated over 50 brake horsepower

<sup>128</sup> 14 C.C.R. §15126.2(a).

<sup>129</sup> *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 520.  
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O3-79

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(bhp).<sup>130</sup> “Based on the [SC]AQMD’s permitting database, there are over 12,000 permitted emergency ICEs at a range of facilities such as commercial buildings, hospitals, convalescent facility medical support systems, cell towers, police facilities, schools,” and more.<sup>131</sup> Most ICEs are diesel-fueled.<sup>132</sup> According to the SCAQMD, “[a]pproximately 90 percent of permitted stationary emergency ICEs are diesel-fueled, and are estimated to emit the vast majority of NOx emissions.”<sup>133</sup> “Emissions from emergency standby ICEs are notable due to the large quantity of this equipment in the [SC]AQMD, as well as the advanced age of the equipment.”<sup>134</sup>

O3-80

The HRA model relies on the assumption that the Project will involve three 750 horsepower (hp) back-up generators that would be operated up to 50 hours per year.<sup>135</sup> Dr. Clark determined that the HRA’s estimation of usage for these three back-up generators is too low given the substantial increase in operational emissions from back-up generators in the Basin due to unscheduled events such as, Public Safety Power Shutoffs (“PSPS”) and extreme heat events.<sup>136</sup> Based on substantial evidence provided in his comments, Dr. Clark reasoned that it is more likely that the back-up generators will be used up to 200 hours per year and therefore the emissions from DPM in the HRA are severely underestimated.<sup>137</sup>

O3-81

Dr. Clark explained that the number of extreme heat events “is likely to increase in California with the continuing change in climate the State is currently undergoing,” and that in 2019, “[t]he total duration of the PSPS events lasted between 141 hours to 154 hours [].”<sup>138</sup> According to Dr. Clark, “[p]ower produced during PSPS or extreme heat events is expected to come from engines regulated by CARB and California’s 35 air pollution control and air quality management districts (air districts). Of particular concern are health effects related to emissions from diesel back-up engines.”<sup>139</sup>

O3-82

<sup>130</sup> SCAQMD, *Draft 2022 AQMD; Appendix IV-A* at IV-A-95 (May 2022), available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/appiv-a.pdf?sfvrsn=18>.

<sup>131</sup> *Id.*

<sup>132</sup> *Id.*

<sup>133</sup> *Id.* at IV-A-95—96.

<sup>134</sup> *Id.* at IV-A-95.

<sup>135</sup> DEIR, Appendix A at Appendix A.

<sup>136</sup> Clark Comments at 16-17.

<sup>137</sup> *Id.* at 17.

<sup>138</sup> *Id.*

<sup>139</sup> *Id.*

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Dr. Clark also referenced the California Public Utilities Commission's de-energization report, which determined that there were nearly "806 PSPS events [] that impacted almost 973,000 customers (~7.5% of households in California)..." in October 2019.<sup>140</sup> During those PSPS events, approximately 1,810 stationary generators were operating, which generated 126 tons of NOx, 8.3 tons of PM, and 8.3 tons of DPM.<sup>141</sup> Dr. Clark determined that "[f]or every PSPS or Extreme Heat Event [] triggered during the operational phase of the project, significant concentrations of DPM will be released."<sup>142</sup> The additional release of DPM pollution from back-up generators during PSPS or extreme heat events is unaccounted for in the DEIR's analysis and therefore the Project's health impacts are underestimated. Dr. Clark recommended that a revised DEIR be prepared to include an analysis of the operation of additional BUGs up to 200 hours per year during PSPS and extreme weather events.<sup>143</sup>

O3-83

b. The DEIR HRA Must Evaluate Non-Diesel Low NOx and Zero Emission Technology Options for Back-Up Generators

The DEIR explains that "it is unknown whether emergency backup generators would be used," but the DEIR assumes that "[b]ackup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations."<sup>144</sup> The DEIR also assumes that any back-up generators utilized by the Project would be diesel-powered. However, alternative technologies to diesel-powered back-up generators are available to supply emergency back-up power and these alternative technologies must be disclosed and evaluated in the DEIR. As recognized by the SCAQMD, "Cleaner technologies are gaining traction as alternatives for use as backup power sources, and [], many are currently in use in the [SC]AQMD."<sup>145</sup> SCAQMD analyzes the following alternative technologies in the 2022 draft AQMD report: fuel cells, gas turbines, battery energy storage systems, and lower emission fuels.<sup>146</sup> An evaluation of these alternative technologies and/or fuels to support back-up emergency power generation for the Project is improperly

O3-84

<sup>140</sup> *Id.*

<sup>141</sup> *Id.* at 18.

<sup>142</sup> *Id.*

<sup>143</sup> *Id.*

<sup>144</sup> DEIR at 4.7-26.

<sup>145</sup> SCAQMD, *Draft 2022 AQMD; Appendix IV-A* at IV-A-96 (May 2022), available at: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/appiv-a.pdf?sfvrsn=18>.

<sup>146</sup> *Id.* at IV-A-95–99.

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omitted from the DEIR's analysis even though these technologies and/or fuels may be technically feasible and available.

c. The DEIR Improperly Segmented the Analysis of the Project's Health Risks During the Construction Phase and the Operational Phase

Dr. Clark commented that the DEIR's public health impacts analysis is deficient because the DEIR separately analyzed the construction phase health risks from the operation phase health risks, thereby piecemealing the analysis to minimize the significance of the Project's public health impacts.<sup>147</sup> This approach violates CEQA. Instead, according to Dr. Clark, "[f]or the cumulative risk to the sensitive receptors (residents near the site), the risk should be assessed together (added together). The construction phase and the operational phase will impact residents near the site and the total risk from both phases should be presented as a whole."<sup>148</sup>

O3-85

d. The HRA Model Input Relied on an Inadequate Receptor Grid to Calculate DPM

According to Dr. Clark, the numerical HRA "for Project failed use a fine enough receptor grid to adequately calculate the concentrations of DPM in the community."<sup>149</sup> The DEIR modeled receptors with a maximum of 50-meter grid spacing. However, Dr. Clark explained that "[a]dditional clarity to the model output is added when the distance between receptors is decreased and the number of receptors is increased within the model domain."<sup>150</sup> Dr. Clark recommended that the DEIR be revised to include a reduced spacing of receptors.<sup>151</sup>

O3-86

e. The HRA's Air Dispersion Model Has Flaws That Result in Inaccurate Estimates of the Project's Operational Emissions

Dr. Clark's comments explain that the HRA's modeling approach is significantly flawed in that the model fails to analyze emissions from building

<sup>147</sup> Clark Comments at 18.

<sup>148</sup> *Id.*

<sup>149</sup> *Id.* at 19-20.

<sup>150</sup> *Id.* at 20.

<sup>151</sup> *Id.*

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downwash.<sup>152</sup> In doing so, the HRA underestimates DPM pollution—and resulting increased cancer risk—from building downwash, especially for receptors near the buildings. Dr. Clark cited to SCAQMD guidance for health risk assessments for mobile sources of diesel emissions, which “requires the inclusion of building heights and dimensions for building downwash calculations.”<sup>153</sup> Nevertheless, building downwash was improperly excluded from the HRA impacts analysis.

O3-87

The DEIR’s analysis is therefore flawed in neglecting to account for building downwash and the HRA’s resulting conclusions about the Project’s health risks are unsupported and understated. The HRA must be revised to include an analysis of building downwash.

O3-88

f. The Project is Sited Without Adequate Buffers from Sensitive Receptors and is Therefore Inconsistent with General Plan Policy 8.4.3

General Plan Policy 8.4.3 states, “Avoid the siting of new projects and land uses that would produce localized air pollution (e.g., Interstate 10, SR-60 high traffic roads, certain industrial facilities) in a way that would adversely impact existing air quality-sensitive receptors including schools, childcare centers, senior housing, and subsidized affordable housing. The recommended minimum distance separating these uses should be 500 feet.”<sup>154</sup> The Project is sited with single family residences adjacent to the east, within 165 feet to the south, 530 feet to the southeast, and 740 feet to the west.<sup>155</sup> Thus, sensitive receptors are located within 500 feet of the Project, which is inconsistent with the 500-foot setback recommended in Policy 8.4.3. The DEIR fails to assess this policy inconsistency.

O3-89

Moreover, if sensitive land uses cannot be avoided within 500 feet of sources of localized air pollution, Policy 8.4.4 identifies “potential design mitigation options.”<sup>156</sup> The DEIR does not analyze or adopt the mitigation recommended by Policy 8.4.4 with the exception of PDF AQ-18, which states, “During Phase 1 the Project shall improve vegetation and tree canopy for all sensitive receptors’

O3-90

<sup>152</sup> *Id.* at 18-19.

<sup>153</sup> *Id.* at 19.

<sup>154</sup> City of Beaumont, *Beaumont General Plan* (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521).

<sup>155</sup> DEIR at 4.2-5.

<sup>156</sup> City of Beaumont, *Beaumont General Plan* (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521). 6128-006acp



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properties located within a 300-foot radius of the Project boundary for a maximum one-time contribution of \$5,000 per sensitive receptor's property."<sup>157</sup> If in fact the sensitive land uses cannot be avoided within 500 feet of sources of localized air pollution, the DEIR must support this conclusion with substantial evidence and also analyze the feasibility of additional mitigation, including those measures proposed under Policy 8.4.4. PDF AQ-18 must also be amended to require improvements to vegetation and tree canopy for all sensitive receptors' properties located within a 500-foot radius of the Project boundary, as is consistent with Policy 8.4.3.

g. The DEIR Fails to Adequately Analyze the Cumulative Health Impacts in the Highly Impacted Communities Surrounding the Project Site

Dr. Clark commented that the DEIR does not adequately explain that many of the Project's surrounding communities are already disproportionately affected by air pollution and experience elevated levels of negative health effects. The Project will exacerbate these conditions, particularly given the DEIR's conclusion that the Project would result in significant and unavoidable impacts to air quality, GHG emissions, noise, and transportation.<sup>158</sup> By failing to analyze the existing air pollution and health conditions of communities in the direct vicinity of the Project site, the DEIR fails to accurately assess the Project's cumulative health impacts.

According to the Office of Emergency Health Hazard Assessment's ("OEHHA") CalEnviroScreen 4.0, the census tract in which the Project is located is in the top 1% of census tracts in California for ozone and in the top 65% of census tracts in California for traffic density.<sup>159</sup> Dr. Clark's comments explain that the DEIR fails to adequately analyze the extent to which the Project's impacts will exacerbate these existing conditions. An agency is required to find that a "project may have a 'significant effect on the environment'" if, among other things, "[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."<sup>160</sup> CEQA requires lead agencies to "identify

<sup>157</sup> DEIR at 4.2-24.

<sup>158</sup> DEIR at 1-8.

<sup>159</sup> CalEnviroScreen is a tool created by the Office of Environmental Health Hazard Assessment ("OEHHA") that uses environmental, health, and socioeconomic information to produce scores and rank every census tract in the state. OEHHA, *CalEnviroScreen 4.0; Census Tract 6065043811*, available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

<sup>160</sup> Pub. Res. Code § 21083(b)(3); See also 14 C.C.R. § 15126.2 (project may cause a significant effect by bringing people to hazards).

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critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds from being reached.”<sup>161</sup> The fact that an area already is polluted makes it more likely that any additional, unmitigated pollution will be significant.

As supported by Dr. Clark’s comments, the DEIR must be revised to “assess the impacts of adding the thousands of additional vehicle miles per day on the criteria pollutant and DPM emissions on the local community. The City should revise its air quality and health risk analysis to include the cumulative impact of the additional vehicle miles traveled in the local area and present it in an R-EIR.”<sup>162</sup> In failing to provide this information, the DEIR deprives the decision-makers and public of an accurate characterization of the Project’s cumulative air quality and public health impacts.

O3-93

**C. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on GHG Emissions**

The DEIR concludes that “the Project-related GHG emissions would exceed the SCAQMD’s threshold of 10,000 MTCO<sub>2</sub>eq despite implementation of MM AQ-3 through MM AQ-6 and MM GHG-1 through MM GHG-4 and could impede statewide 2030 and 2050 GHG emission reduction targets.”<sup>163</sup> Furthermore, the DEIR concludes that the Project would result in a significant cumulative GHG impact.<sup>164</sup> Despite the DEIR’s conclusions that the Project would result in significant and unavoidable GHG impacts, the DEIR erroneously concludes that no additional feasible mitigation measures exist to reduce the Project’s GHG emissions to levels that are less than significant.<sup>165</sup>

O3-94

As supported herein and in the attached expert report, the DEIR’s GHG impacts analysis is deficient and there is substantial evidence demonstrating that additional feasible mitigation measures are available to reduce the Project’s significant impacts from GHG emissions from mobile sources.

O3-95

<sup>161</sup> *Id.* at § 21000(d).

<sup>162</sup> Clark Comments at 24.

<sup>163</sup> DEIR at 4.7-53.

<sup>164</sup> *Id.*

<sup>165</sup> *Id.*

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a. The Project Conflicts with GHG Emission Reduction Plans and Policies and Therefore the Project Does Have a Significant Impact with Respect to Impact 4.7-2

The DEIR concludes that the Project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and therefore, the Project does not have a significant impact on GHG emissions with regards to this threshold of significance.<sup>166</sup> The DEIR nevertheless identifies Impact 4.7-2 as a significant and unavoidable impact but only because the Project's long-term operational GHG emissions exceed the City's significance threshold of 3,000 MTCO<sub>2</sub>e per year despite the implementation of mitigation measures.<sup>167</sup> However, the Project also has a significant impact on GHG emissions because the Project is inconsistent with specific plans and policies analyzed in the DEIR. The DEIR's conclusion otherwise that the Project is consistent with these plans or policies is not supported by substantial evidence.

O3-96

First, Goal 7 in the City of Beaumont's "Sustainable Beaumont Plan" is to "[d]ecrease GHG emissions through reducing vehicle miles traveled."<sup>168</sup> The DEIR incorrectly identifies the Project as consistent with Goal 7 because "[t]he Project will incorporate a Transportation Design Management program...."<sup>169</sup> However, the DEIR concludes that the Project would result in significant and unavoidable impacts on Vehicle Miles Traveled ("VMT") and GHG emissions even with implementation of a TDM program and the Project's other mitigation measures.<sup>170</sup>

O3-97

The GHG analysis expressly states that the TDM program required by MM AQ-3 "will reduce GHG emissions from employees commuting to work, [but] the number of delivery trips and retail customer trips would *not* be reduced by a TDM program," and "the Project's emissions would still exceed the 3,000 MTCO<sub>2</sub>e per year threshold."<sup>171</sup> Moreover, the DEIR concludes that "[a]dditional mitigation to further reduce these emissions is not feasible."<sup>172</sup> Thus, by the DEIR's own admission, the Project's GHG emissions from the Project's VMT cannot be reduced

O3-98

<sup>166</sup> *Id.* at 4.7-52.

<sup>167</sup> *Id.*

<sup>168</sup> *Id.* at 4.7-41.

<sup>169</sup> *Id.*

<sup>170</sup> *Id.* at 1-8.

<sup>171</sup> *Id.* at 4.7-35 (emphasis added).

<sup>172</sup> *Id.*

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to less than significant levels even with MM AQ-3 and therefore the Project is inconsistent with Goal 7 of the Sustainable Beaumont Plan.

Second, the Riverside County Climate Action Plan Screening Table assigns thirty-four points because “Solar panels provide 100 percent of power needs of the project.”<sup>173</sup> However, this requirement is not guaranteed by MM GHG-1 and therefore the points assigned to this measure are not supported by substantial evidence. MM GHG-1 requires the installation or acquisition of some type of renewable energy to provide 100 percent of the expected building load, but does not require the installation of solar panels specifically; “Phase 1 of the Project shall install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would provide 100 percent of the expected building load....”<sup>174</sup> Additionally, MM GHG-1 only requires renewable energy resources to provide the energy for Phase 1 of the Project—not the entire Project as stated in the Table. MM GHG-1 does not address the energy requirements for Phase 2 of the Project. Therefore, the DEIR’s conclusion in the Riverside County Climate Action Plan Screening Table is not based on substantial evidence.

O3-99

The DEIR also evaluates the Project’s consistency with the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”).<sup>175</sup> Goal 5 is to reduce GHG emissions and improve air quality.<sup>176</sup> The DEIR concludes that the Project is consistent with Goal 5 because “[t]he Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.”<sup>177</sup> (4.7-47—4.7-48). This analysis is not supported by substantial evidence in the DEIR. The DEIR determines that the Project will have unavoidable and significant impacts associated with air quality, GHG emissions, and transportation.<sup>178</sup> Even with the implementation of mitigation measures, PDFs, and standard conditions, the Project’s Phase 1 GHG emissions are estimated at 34,306 MTCO<sub>2</sub>e per year and Phase 2 GHG emissions would be 11,311 MTCO<sub>2</sub>e per year, which far exceed the 3,000 MTCO<sub>2</sub>e per year threshold.<sup>179</sup> The Project is

O3-100

<sup>173</sup> *Id.* at 4.7-44.

<sup>174</sup> *Id.* at 4.7-39.

<sup>175</sup> *Id.* at 4.7-47.

<sup>176</sup> *Id.*

<sup>177</sup> *Id.* at 4.7-47—4.7-48.

<sup>178</sup> *Id.* at 1-8.

<sup>179</sup> *Id.* at 4.7-35—4.7-36.

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therefore not consistent with Goal 5 and the DEIR's conclusion otherwise is not supported by substantial evidence.



Finally, the DEIR analyzes the Project's consistency with applicable CARB Scoping Plan Measures, including high global warming potential gases regulated by the CARB Refrigerant Management Program, C.C.R. section 95380.<sup>180</sup> "The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system."<sup>181</sup> The DEIR provides no factual analysis and simply concludes that the Project is consistent with the regulations.<sup>182</sup> The DEIR must set forth a meaningful evaluation to support the consistency conclusion, particularly given that the DEIR is inconsistent about whether the Project will in fact involve TRUs, as explained above.

O3-101

b. Additional Mitigation Measures Must be Required to Reduce the Project's Significant Impacts from GHG Emissions

CEQA prohibits an agency from approving a project for which there are feasible mitigation measures that would substantially lessen the significant environmental effects of the project.<sup>183</sup> To reject a mitigation measure, the agency must make a finding that the measure is infeasible.<sup>184</sup> While "an agency need not 'adopt every nickel and dime mitigation scheme brought to its attention or proposed in the project EIR,' [] it must incorporate feasible mitigation measures 'when such measures would 'substantially lessen' a significant environmental effect.'"<sup>185</sup>

O3-102

Despite the DEIR's conclusions that the Project would result in significant and unavoidable GHG impacts, the DEIR erroneously concludes that no additional feasible mitigation measures exist to reduce the Project's GHG emissions to levels that are less than significant.<sup>186</sup> In part, the DEIR dismisses the feasibility of additional mitigation to reduce the Project's mobile emissions "due to the limited

O3-103

<sup>180</sup> *Id.* at 4.7-51.

<sup>181</sup> *Id.*

<sup>182</sup> *Id.*

<sup>183</sup> Pub. Res. Code § 21002.

<sup>184</sup> *Id.* at § 21081.

<sup>185</sup> *Covington v. Great Basin Unified Air Pollution Control Dist.* (2019) 43 Cal. App. 5th 867, 879.

<sup>186</sup> *Id.*

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ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits."<sup>187</sup>

The DEIR's conclusion that no additional mitigation is feasible to reduce the Project's significant GHG emissions is unsupported by substantial evidence. CEQA requires an EIR to describe mitigation measures which are both enforceable and effective to minimize significant impacts.<sup>188</sup> To satisfy CEQA's requirements, mitigation measures must be feasible, reasonably be expected to avoid or minimize significant adverse impacts, and stated as conditions of approval in a permit, agreement or other legally binding document or incorporated into a plan, policy, regulation, or project design.<sup>189</sup> As supported herein and in the attached expert report, there is substantial evidence demonstrating that additional feasible mitigation measures are available to reduce the Project's significant impacts from GHG emissions from mobile sources. The DEIR is deficient in failing to consider and adopt these additional feasible measures.

O3-104

Dr. Clark's examination of the Project's CalEEMOD analysis demonstrates "that the single largest source of GHG from the project during operations are the large trucks which will be entering and exiting the Project Site."<sup>190</sup> Dr. Clark therefore recommends that the Project's mitigation measures "focus on the trucks entering and leaving the Project Site to have any impact on GHG emissions."<sup>191</sup> Dr. Clark identified six mitigation measures recommended by the California Air Resources Board and SCAQMD to reduce the Project's operational GHG emissions, including:

1. "Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
3. Include contractual language in tenant lease agreements requiring all trucks, and cars entering the Project site be zero-emission.

O3-105

<sup>187</sup> *Id.* at 4.7-36.

<sup>188</sup> 14 C.C.R. § 15126.4(a)(1).

<sup>189</sup> *Id.* at § 15126.4(a)(2).

<sup>190</sup> Clark Comments at 14.

<sup>191</sup> *Id.*

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4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.
5. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.
6. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the CEQA document. If higher daily truck volumes are anticipated to visit the site, the City as the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level."<sup>192</sup>

Accordingly, a good-faith, reasoned analysis is entirely missing in the DEIR regarding the feasibility of additional mitigation measures, such as the measures identified above.<sup>193</sup> Thus, the DEIR lacks the evidence necessary to support its conclusion that no further mitigation measures are feasible.

O3-106

#### **D. The DEIR Fails to Disclose the Full Scope of the Project's Impacts from Hazardous Materials**

The DEIR fails to assess the impacts of waste from the former chicken ranch that the Project will be built upon. Dr. Clark explained that the Project's Phase I Site Assessment fails to disclose whether arsenic is present in the soils on the site from previous site operations.<sup>194</sup> Specifically, roxarsone is an arsenic-based antibiotic fed to chickens that may be present given the site's former uses as an egg and poultry farm.<sup>195</sup> Dr. Clark's comments explain that neither the DEIR nor the Phase I Site Assessment discloses or analyzes the presence of roxarsone in the site's soils and the resulting impacts.<sup>196</sup> Dr. Clark commented that "[m]ore than 95 percent of the roxarsone fed to chickens is excreted in chicken waste which is regularly applied as fertilizer. The arsenic from these applications can leach into surface and ground water supplies and be transformed into inorganic arsenic, a

O3-107

<sup>192</sup> *Id.* at 15-16.

<sup>193</sup> *Covington*, 43 Cal. App. 5th at 881.

<sup>194</sup> Clark Comments at 24.

<sup>195</sup> DEIR at 4.8-2.

<sup>196</sup> Clark Comments at 24.

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known carcinogen. Residual arsenic in soils will harm nearby residents when the soils are disturbed and migrates offsite.”<sup>197</sup> The failure to assess the potential presence of roxarsone in the soils on site given the Project site’s former uses is a glaring omission in the DEIR.

**E. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project’s Impacts on Traffic and Transportation**

The City’s General Plan encourages the “identif[ication] [of] strategies to encourage timely and efficient goods movement that does not significantly contribute to congestion, air pollution, and noise in Beaumont.”<sup>198</sup> Contrary to this goal in the General Plan, the DEIR finds that the Project will significantly contribute to air pollution, climate change and GHG emissions, and VMT. With regards to the Project’s transportation impacts, the DEIR concludes that “[e]ven 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.”<sup>199</sup>

O3-108

The Project’s VMT impacts analysis has many omissions and deficiencies, including that the threshold is unsupported by substantial evidence and the DEIR fails to disclose the significant VMT impacts due to the Project’s land use change from residential to industrial and commercial. The DEIR also fails to consider all feasible mitigation measures to reduce the Project’s significant transportation impacts to less than significant levels.

a. **The Project is Sited in an Area with No Existing or Planned Transit Stops in Conflict with Transit Plans and Policies, which is an Undisclosed Significant Impact in the DEIR**

CEQA Guidelines section 15064.3 sets forth specific considerations for analyzing a project’s transportation impacts.<sup>200</sup> “Generally, vehicle miles traveled is the most appropriate measure of transportation impacts,” but CEQA Guidelines

O3-109

<sup>197</sup> *Id.*

<sup>198</sup> City of Beaumont, *Beaumont General Plan* at 115 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521).

<sup>199</sup> DEIR at 4.15-24.

<sup>200</sup> 14 C.C.R. § 15064.3(a).  
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establishes that “[o]ther relevant considerations may include the effects of the project on transit and non-motorized travel.”<sup>201</sup>

Impact 4.15-1 evaluates whether the Project will conflict with a program plan, ordinance or policy addressing the circulation system, including transit.<sup>202</sup> The City operates its own bus system throughout the City, but the City “does not have any rail service or high quality transit as identified by HCD.”<sup>203</sup> The DEIR states that no public transit stops are located in the vicinity of the Specific Plan area, but nevertheless dismisses any impacts on local public transit service.<sup>204</sup> However, the lack of public transit in the vicinity of the Project site conflicts with many goals and policies in the City’s General Plan. As explained in Mr. Smith’s comments, “[i]f the Project causes nonconformance to General Plan provisions, these General Plan inconsistencies must be identified as a significant impact requiring mitigation.”<sup>205</sup> A discussion of these General Plan inconsistencies is improperly omitted from the DEIR and the resulting significant impact is undisclosed.

For example, General Plan Goal 3.1, Policy 3.1.8 requires “new major centers and larger residential developments to be accessible to major transportation facilities as well as be well-connected to transit,” and Policy 3.1.8 requires “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.”<sup>206</sup> The Project is not “well-connected to transit” and will not provide for “safe and efficient access to transit” because there are no existing or planned public transit stops within the vicinity of the Project site. Policy 5.1.4 in the General Plan’s Economic Development and Fiscal Element “[e]ncourages growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.”<sup>207</sup> This Project on the other hand proposes to develop massive e-commerce buildings and mixed commercial uses on a site without accessible public transit in the Project vicinity, which encourages development that significantly increases VMT. The Project is

O3-110

<sup>201</sup> *Id.*

<sup>202</sup> DEIR at 4.15-16.

<sup>203</sup> City of Beaumont, *Draft Housing Element; 6<sup>th</sup> Cycle 2021-2029* at F-27 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>.

<sup>204</sup> DEIR at 4.15-16.

<sup>205</sup> Smith Comments at 6.

<sup>206</sup> DEIR at 4.10-5.

<sup>207</sup> *Id.* at 4.15-12.

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therefore inconsistent with Policy 5.1.4 as well. General Plan Goal 4.1, Policy 4.1.5 requires “residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.”<sup>208</sup> The Project will not “strengthen connections to transit,” but instead will significantly increase VMT in the area and is therefore inconsistent with Policy 4.1.5.

Finally, the DEIR improperly omits any analysis of whether the Project could significantly impact transit service by additional ridership that could increase demand above local transit system’s capacity. This analysis must be included in the DEIR’s transportation impacts analysis.

O3-111

b. The DEIR’s VMT Threshold is Unsupported by Substantial Evidence

The purpose of an EIR “is to identify the significant effects on the environment of [the] project.”<sup>209</sup> In this determination, thresholds of significance play a role. “A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.”<sup>210</sup> CEQA Guidelines establish that “[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”<sup>211</sup> Here, the City’s VMT threshold is unsupported by substantial evidence, as detailed in Mr. Smith’s expert comments.

O3-112

According to Mr. Smith, “the City [] set very lenient VMT significant impact thresholds of 3 percent less than the City’s average VMT per Served Person (SP) at 2040 General Plan Build-out and 3 percent than the average Home Based Work (“HBW”) VMT per employee. These thresholds work out to be 30.4 VMT per SP and 8.9 HBW VMT per employee.”<sup>212</sup> The City declined to adopt the Office of Planning & Research’s recommended 15 percent reduction in VMT on the basis that “a

O3-113

<sup>208</sup> City of Beaumont, *Beaumont General Plan* at 121 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521).

<sup>209</sup> Pub. Res. Code § 21002.1(a).

<sup>210</sup> 14 C.C.R. § 15064.7(a).

<sup>211</sup> *Id.* at § 15064.7(c).

<sup>212</sup> Smith Comments at 1.

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threshold of three percent below existing VMT... 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.”<sup>213</sup> However, Mr. Smith stated in his comments that “the RTP/SCS sets forth a transportation performance result to ‘Reduce vehicle miles traveled per capita by 5 percent,’ not 3 percent.”<sup>214</sup> The City has therefore failed to support its selected VMT threshold with substantial evidence and as a result, Mr. Smith commented that “the DEIR’s impact analysis must be revised.”<sup>215</sup>

c. The DEIR Fails to Disclose the Significant VMT Impacts Due to the Project’s Land Use Change from Residential to Industrial and Commercial

Mr. Smith determined that the Project site’s land use change from residential to industrial and commercial will substantially increase net VMT above the net VMT that would have been generated by residential development consistent with the current general plan designations.<sup>216</sup> Based on Mr. Smith’s calculations, “the currently proposed project at predicted VMT generation rates would generate 4.5 to 5.5 times as much daily VMT as a residential project under the existing General Plan and zoning.”<sup>217</sup> In Mr. Smith’s expert opinion, “the land use change from residential to industrial and commercial would create many new significant impacts, including a significant VMT impact,....”<sup>218</sup>

d. The DEIR’s Recommended Improvements to Bring Intersections to an Acceptable LOS are Inconsistent with the City’s General Plan and are Uncertain Since None of the Improvements are Required as Formal Mitigation Measures

The DEIR explains that the Project’s traffic impact analysis in Appendix K studied Level of Service (“LOS”) at nineteen intersections/driveways under seven scenarios.<sup>219</sup> The analysis concluded that “various study intersections would operate at an unacceptable LOS and therefore not be compliant with Policy

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<sup>213</sup> DEIR at 4.15-16.

<sup>214</sup> Smith Comments at 2.

<sup>215</sup> *Id.*

<sup>216</sup> Smith Comments at 3.

<sup>217</sup> *Id.* at 4.

<sup>218</sup> *Id.*

<sup>219</sup> DEIR at 4.15-17.

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4.1.2.”<sup>220</sup> Policy 4.1.2 in the City’s General Plan requires LOS D to be maintained “on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets.”<sup>221</sup> The DEIR identifies numerous “recommended improvements...to bring the intersections to an acceptable LOS.”<sup>222</sup> These improvements include, but are not limited to, adding right and left turn lanes, installing new traffic signals, adding new through lanes, and more.<sup>223</sup>

O3-115

However, the City’s General Plan states that “the Mobility Element promotes **reuse** of the existing roadway width or the **minor** expansion of the existing right-of-way (ROW) to accommodate a more complete street.”<sup>224</sup> To the contrary, the Project is proposing numerous substantial “improvements” at fifteen different intersections that would otherwise operate as unacceptable LOS.<sup>225</sup> These improvements would include new lanes and traffic signals that would result in the major expansions of the existing roadways. As such, the improvements are inconsistent with the stated goals in the General Plan’s Mobility Element.

Moreover, as supported by Mr. Smith’s comments, none of these “improvements” are identified as fully enforceable mitigation measures in the DEIR, but are mere recommendations.<sup>226</sup> Accordingly, there is no guarantee that the measures will actually be implemented, when, or even how since the DEIR states that the “[r]ecommended 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.”<sup>227</sup> According to Mr. Smith, “[i]f mitigation measures are required to reduce the Project’s significant impacts, they must also be clearly identified in the DEIR.”<sup>228</sup>

O3-116

For the foregoing reasons, the DEIR’s recommended improvements to bring intersections to an acceptable LOS are inconsistent with the General Plan and are

O3-117

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<sup>220</sup> *Id.*

<sup>221</sup> *Id.* at 4.15-10.

<sup>222</sup> *Id.* at 4.15-17.

<sup>223</sup> *Id.* at 4.15-17—4.15-18.

<sup>224</sup> City of Beaumont, *Beaumont General Plan* at 95 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521) (emphasis added).

<sup>225</sup> DEIR at 4.15-17—4.15-18.

<sup>226</sup> Smith Comments at 6.

<sup>227</sup> DEIR at 4.15-18.

<sup>228</sup> Smith Comments at 6.  
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uncertain since none of the improvements are required as formal mitigation measures.

- e. The DEIR Fails to Consider All Feasible Mitigation Measures to Reduce the Project's Significant Transportation Impacts to Less Than Significant Levels

Mr. Smith's expert comments concluded that "the DEIR's analysis has not exhausted all potential mitigation possibilities," and Mr. Smith proposed the following additional mitigation measure that must be evaluated in the DEIR:<sup>229</sup>

Consider the fact the nearest transit stop to the Project site is the PASS Transit Bus Route 3, located near the Intersection of Cherry Valley Boulevard and Beaumont Avenue approximately 2 miles away from the project site. Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and the I-10 Freeway. 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. The 2-mile separation between the Project site and the nearest transit stop makes it highly unlikely that there will be meaningful reliance on transit by Project employees and renders other potential measures to reduce VMT such as providing free or subsidized transit or transit passes for project employees; installing signage that encouraged transit use; and implementing marketing and information campaigns regarding transit options ineffective. However, operating alone or in concert with other nearby developments, if the Project subsidized extending the 3 Route to the immediate Project vicinity or provided shift-change shuttles to the existing transit stop, that action alone would enable some transit use and would allow the other incentives identified above to become effective. So the Project has not exhausted all feasible mitigation.<sup>230</sup>

To satisfy CEQA's findings requirements, all feasible mitigation measures must be adopted, and this finding must be supported by substantial evidence. As supported by Mr. Smith's comments, the DEIR fails to do so here and must be revised and recirculated with additional mitigation measures, as proposed by Mr. Smith, to mitigate the Project's significant impacts on transportation.

<sup>229</sup> *Id.* at 2-3.

<sup>230</sup> *Id.* at 3.

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## F. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project's Impacts on Population and Housing

According to the DEIR, the “[p]opulation in the City is forecasted to increase to 80,200 persons by 2045, an approximately 55.2 percent difference from 2016. Households within the City are forecasted to increase to 25,100 households by 2045, an approximately 55.4 percent difference from 2016.”<sup>231</sup> “State law mandates that each jurisdiction ensure availability of an adequate number of sites that have appropriate zoning, development standards, and infrastructure capacity to meet its fair share of regional housing need (i.e., RHNA) at all income levels.”<sup>232</sup>

The RHNA for the City has a total allocation of 4,210 units for the October 2021 to October 2029 planning period.<sup>233</sup> The City is “responsible for creating a regulatory environment in which the private market could build unit types included in their State housing allocation,” which “includes the creation, adoption, and implementation of General Plan policies, zoning standards, and/or economic incentives to encourage the construction of various types of units.”<sup>234</sup>

O3-119

Table II-2: 6<sup>th</sup> Cycle RHNA

Area/Income	Beaumont		Riverside County		SCAG	
	Number	Percent	Number	Percent	Number	Percent
<b>Total</b>	<b>4,210</b>	<b>100%</b>	<b>167,351</b>	<b>100%</b>	<b>1,341,827</b>	<b>100%</b>
<b>Very Low<sup>1</sup></b>	1,229	29.2%	41,995	25.1%	351,796	26.2%
<b>Low</b>	721	17.1%	26,473	15.8%	206,807	15.4%
<b>Moderate</b>	723	17.2%	29,167	17.4%	223,957	16.7%
<b>Above Moderate</b>	1,537	36.5%	69,716	41.7%	559,267	41.7%
<sup>1</sup> The City estimates 50% of the Very Low RHNA households would qualify as extremely low income (i.e., 614 extremely low-income units).						
Source: SCAG, City of Beaumont, LWC						

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<sup>231</sup> DEIR at 4.12-1.

<sup>232</sup> City of Beaumont, *Draft Housing Element; 6<sup>th</sup> Cycle 2021-2029* at 12 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>.

<sup>233</sup> *Id.*

<sup>234</sup> *Id.*

<sup>235</sup> *Id.*

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The Project site location is identified in the General Plan as “North Neighborhoods” and is described as follows:

“The northern portion of Beaumont [around where the Project is located] is largely planned with numerous suburban residential developments. ... Sunny-Cal was approved in 2018 and annexed into the City. ... While there are parcels within this subarea that are undeveloped, new residential projects are under construction or are planned. The street pattern in this subarea is predominantly suburban with curvilinear, dead-end streets that provide limited pedestrian connectivity. Many of the residential developments are gated, further limiting pedestrian connectivity. ... The location and extent of permitted development within the North Neighborhoods generally mirror the existing development and entitlements for future development. Much of this subarea is designated as Single-Family Neighborhoods with limited areas reserved for Neighborhood Commercial and High Density Residential. **This subarea is not expected to undergo significant land use change in the future.**”<sup>236</sup>

O3-120

The General Plan also identifies a host of strategies for the northern areas of the City where the Project is located including, but not limited to:

- Seek opportunities to connect streets and pedestrian paths to surrounding subareas.
  - Prioritize pedestrian and bicycle connections to parks, schools and neighborhood shopping.
  - Ensure that new shopping centers serve surrounding neighborhoods and are physically accessible via bicycle routes and connected sidewalks. ...
  - Use specific plan(s) for the large development sites within the neighborhood, requiring coordination and consistency with adjacent specific plans and project master plans, in order to promote an integrated development pattern.
- ...

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<sup>236</sup> City of Beaumont, *Beaumont General Plan* at 55 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521) (emphasis added).  
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- Prioritize development of a neighborhood center that provides goods and services to community residents on the northwest corner of Beaumont Avenue and Oak Valley Parkway.<sup>237</sup>

Despite the City's significant population growth projections and the General Plan's description of the land use in the area as single-family residential, the Project nevertheless proposes to amend the General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 and to General Commercial for Parcel 4, thereby eliminating approximately 158.65 acres from residential uses and removing around 560 units from the City's planned housing stock.<sup>238</sup> The DEIR fails to adequately analyze the significant impacts resulting from this loss of needed housing stock during a housing crisis in the state. This is a glaring omission in the DEIR. The DEIR must be revised and recirculated to include a thorough analysis of the significant impacts from a decision to remove residentially designated land in the City, resulting in an unmitigated loss of residential capacity.

O3-121

a. The Project's Conflicts with California Housing Laws is an Undisclosed and Unmitigated Significant Impact in the DEIR

The California Legislature has declared that "[d]esignating and maintaining a supply of land and adequate sites suitable, feasible, and available for the development of housing sufficient to meet the locality's housing need for all income levels is essential to achieving the state's housing goals...."<sup>239</sup> Senate Bill ("SB") 330, known as the Housing Accountability Act, became effective on January 1, 2020.<sup>240</sup> In relevant part, SB 330 prohibits "[c]hanging the general plan land use designation, ... to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, ... below what was allowed under the land use designation...of the [] affected city...."<sup>241</sup> Lower density can result from another use, such as commercial being approved on a site identified for housing. Section 66300 of the Housing Crisis Act of 2019, however, "does not prohibit an [] affected city, [] from changing a land use designation [] to a less intensive use, or reducing the intensity of land use, if the city [] concurrently changes the

O3-122

<sup>237</sup> *Id.*

<sup>238</sup> *Id.* at 3-8—3-9.

<sup>239</sup> Govt' Code § 65580(f).

<sup>240</sup> *Id.* at § 65589.5, *et seq.*

<sup>241</sup> *Id.* at § 66300(b)(1)(A). In accordance with SB 330, the HCD has prepared a list of affected cities and has determined that Beaumont is an "affected city." DEIR at 4.12-6.

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development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.”<sup>242</sup>

California’s SB 166, known as the No Net Loss Law, was enacted in 2019.<sup>243</sup> The purpose of the law “is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction’s regional housing need allocation (RHNA), especially for lower- and moderate- income households.”<sup>244</sup> SB 166 prohibits a jurisdiction from reducing residential density for a parcel or allowing development at a lower residential density, as defined in section 65863, subsection (g)(1)-(2), unless the jurisdiction makes written findings supported by substantial evidence of both of the following: “(A) The reduction is consistent with the adopted general plan, including the housing element. (B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction’s share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction’s share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.”<sup>245</sup>

Here, the Project site encompasses approximately 158.65 acres of Low-Density Residential lands that were previously approved in the 2007 Sunny-Cal Specific Plan.<sup>246</sup> The 560 residential units proposed in the Sunny-Cal Specific Plan are accounted for in the City 2021-2029 Housing Element’s list of “projects that can be credited toward the 6th Cycle RHNA.”<sup>247</sup> The City’s General Plan also includes the planned buildout of 560 homes in the Sunny-Cal Specific Plan.<sup>248</sup> Nevertheless, the Project proposes to amend the previously approved specific plan and also amend

O3-123

<sup>242</sup> *Id.* at § 66300(i)(1). “[C]oncurrently’ means the action is approved at the same meeting of the legislative body.” *Id.* at § 66300(i)(2).

<sup>243</sup> *Id.* at § 65863, *et seq.*

<sup>244</sup> Memorandum from Zachary Olmstead, Deputy Director for the Division of Housing Policy Development, to Planning Directors and Interested Parties (October 2, 2019), available at: <https://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb-166-final.pdf>.

<sup>245</sup> Govt’ Code § 65863(b)(1).

<sup>246</sup> DEIR at 4.12-12.

<sup>247</sup> City of Beaumont, *Draft Housing Element; 6<sup>th</sup> Cycle 2021-2029* at 12 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>.

<sup>248</sup> City of Beaumont, *Beaumont General Plan* at 40 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521.6128-006necp](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.6128-006necp)

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the General Plan “to change the current ‘Single Family Residential’ land use to ‘Industrial, General Commercial, and Open Space’ land use....”<sup>249</sup> The Project thus proposes a reduction in density that would trigger the need for the City to make certain findings under both SB 330 and SB 166’s requirements. Moreover, the Housing Crisis Act of 2019 prohibits the City from changing the land use designation unless the City “concurrently change[s] [] the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.”<sup>250</sup> The DEIR fails to provide any analysis regarding consistency with the requirements of SB 330 and SB 166 and is therefore deficient. The DEIR must be revised and recirculated to include this analysis supported by substantial evidence.

b. The DEIR’s Finding that the Project will Not Displace a Substantial Amount of Housing is Unsupported by Substantial Evidence

The DEIR’s significance threshold is whether the Project would displace substantial numbers of housing, necessitating the construction of replacement housing elsewhere.<sup>251</sup> The DEIR reasons that since no housing or development has occurred on the Project, “no displacement of homes would occur,” and “[a] less than significant impact would occur.”<sup>252</sup> The DEIR’s significance determination is not supported by substantial evidence. Approximately 560 residential units were approved at the site and this housing stock is accounted for in both the City’s 2021-2029 Housing Element’s and the City’s General Plan.<sup>253</sup> The Project would thus remove 560 approved housing units from the City’s planning documents and RHNA goals, impairing the City’s ability to comply with housing production requirements—the impacts of which are not evaluated in the DEIR. Moreover, the Housing Crisis Act of 2019 prohibits the City from changing the land use designation unless the City “concurrently change[s] [] the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss

O3-124

<sup>249</sup> DEIR at 4.12-12—4.12-13.

<sup>250</sup> Gov’t Code at § 66300(i)(1).

<sup>251</sup> DEIR at 4.12-12.

<sup>252</sup> DEIR at 4.12-13.

<sup>253</sup> City of Beaumont, *Draft Housing Element; 6<sup>th</sup> Cycle 2021-2029* at 12 (April 2022), available at: <https://www.beaumontca.gov/DocumentCenter/View/37595/Draft-Housing-Element-6th-Cycle-2021-2029>; City of Beaumont, *Beaumont General Plan* at 40 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521.6128-006acp](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.6128-006acp)

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in residential capacity.”<sup>254</sup> No analysis is provided in the DEIR regarding whether the Project would result in a net loss in residential capacity and if so, where replacement housing will be constructed elsewhere in the City. The DEIR must be revised and recirculated to include this analysis.

**G. The DEIR Fails to Disclose the Full Scope of the Project’s Impacts on Water Supply Given the Project Site’s Lack of Recycled Water Infrastructure to Offset Potable Water Use**

The Project site is within the Beaumont-Cherry Valley Water District (“BCVWD”) Sphere of Influence boundaries, but outside of the water service area boundaries.<sup>255</sup> “As part of the proposed Project, the Project site require[s] annexation into the BCVWD water service area and a water main would be extended onto the Project site.”<sup>256</sup> Moreover, at this time, “BCVWD does not produce or distribute recycled water.”<sup>257</sup> The Project Water Supply Assessment states that “BCVWD anticipates increasing its total water supply by pursuing: ... 2) distribution of recycled water from City of Beaumont’s Wastewater Treatment Plant within the next few years;....”<sup>258</sup> No timeline for recycled water distribution is provided in the Project’s Water Supply Assessment. Even so, non-potable water lines do not exist near the Project boundary to serve recycled water to the Project.<sup>259</sup> The Project Description in the DEIR references a new recycled water main but fails to offer any details and states that the layout for the water line would depend on BCVWD’s future well location.<sup>260</sup> No assurance or guarantee is provided that the recycled water line will actually be constructed.

The General Plan’s Community Facilities and Infrastructure Element, Policy 7.3.6 “[e]ncourage[s] innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems,” and Policy 7.3.8 “[r]equire[s] the use of recycled water for irrigation of parks and golf courses in Beaumont.”<sup>261</sup> Despite the City’s policies encouraging the use of recycled water and

<sup>254</sup> Gov’t Code at § 66300(i)(1).

<sup>255</sup> DEIR at 3-13.

<sup>256</sup> *Id.*

<sup>257</sup> DEIR, Appendix I at 3-12.

<sup>258</sup> *Id.* at 3-8.

<sup>259</sup> DEIR at 3-13.

<sup>260</sup> *Id.*

<sup>261</sup> City of Beaumont, *Beaumont General Plan* at 95 (2020), available at: [http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU\\_Final-rev-22521.6128-006acp](http://www.beaumontca.gov/DocumentCenter/View/36923/Beaumont-GPU_Final-rev-22521.6128-006acp)

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the Water Supply Assessment's reliance on recycled water to ensure adequate water supply for the Project, the DEIR fails to analyze the feasibility of installing non-potable water lines at or around the Project site to serve recycled water to the Project. Additionally, the DEIR does not disclose whether the open space area will be watered and if so, how the Project will irrigate the open space areas with recycled water, as required by Policy 7.3.8, if there are no recycled water distribution options on the Project site. Accordingly, the DEIR's analysis must be revised and recirculated.

#### **H. The DEIR Fails to Disclose and Mitigate the Full Scope of the Project's Impacts on Biological Resources**

An EIR must be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences.<sup>262</sup> "To facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions."<sup>263</sup> An EIR must also describe feasible measures which could minimize significant adverse impact.<sup>264</sup>

O3-126

The DEIR's determination that many of the Project's impacts on biological resources will be less than significant with mitigation measures incorporated is not supported by substantial evidence.

##### **a. Significant Impacts to Least Bell's vireo will Not be Mitigated to Less than Significant Levels**

The DEIR reports that an individual male Least Bell's vireo was detected within the mule fat scrub in the western portion of the Project site during early protocol-level surveys.<sup>265</sup> The DEIR finds that "[t]his species [] has moderate to high potential to occur within the Project site due to the presence of suitable [mule fat scrub] habitat."<sup>266</sup> The California Department of Fish and Wildlife does not consider mule fat scrub to be a sensitive vegetation community, but the DEIR

O3-127

<sup>262</sup> 14 C.C.R. § 15151.

<sup>263</sup> *Laurel Heights I*, 47 Cal.3d at 404-05.

<sup>264</sup> 14 C.C.R. § 15126.4(a)(1).

<sup>265</sup> DEIR at 4.3-19.

<sup>266</sup> *Id.*

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acknowledges that “this habitat is part of jurisdictional resources on-site and is therefore protected.”<sup>267</sup>

Despite the confirmed presence of this species and its habitat on the Project site, the DEIR states that the “Project would result in the removal of suitable mule fat scrub habitat (1.14 acres) which could result in significant impacts to least Bell’s vireo.”<sup>268</sup> Nevertheless, the DEIR concludes that this impact would be less than significant with the implementation of MM BIO-1.<sup>269</sup> However, the DEIR lacks substantial evidence to demonstrate that MM BIO-1 will mitigate the Project’s impacts on Least Bell’s vireo and its habitat to less than significant levels. MM BIO-1 proposes to avoid Project activities during the species’ breeding season unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and the findings are negative.<sup>270</sup> MM BIO-1 therefore does not avoid or minimize the Project’s proposed destruction of 1.14 acres of the species’ mule fat scrub habitat. Even with the implementation of MM BIO-1, the species’ habitat will be destroyed, thereby likely forcing the species out of the area. The DEIR fails to explain how these impacts to the species and its habitat are nevertheless less than significant with MM BIO-1. The DEIR must be revised and recirculated to support its significance determination with substantial evidence.

O3-128

b. The Payment of Local Development Mitigation Fees is Not Adequate Mitigation for the Project’s Significant Impacts on Biological Resources

Mitigation fees are not adequate mitigation unless the lead agency can show that the fees will fund a specific mitigation plan that will actually be implemented in its entirety and will actually mitigate the project’s impacts to below significance.<sup>271</sup> Additionally, the mitigation fee must either be adopted or

O3-129

<sup>267</sup> *Id.* at 4.3-22.

<sup>268</sup> *Id.* at 4.3-19.

<sup>269</sup> *Id.*

<sup>270</sup> *Id.* at 4.3-21.

<sup>271</sup> *Anderson First Coal. v. City of Anderson* (2005) 130 Cal.App.4th 1173 (traffic mitigation fee was inadequate because it did not ensure that mitigation measure would actually be implemented); *Kings Co. Farm Bureau v. Hanford* (1990) 221 Cal.App.3d 692 (a commitment to pay fees without any evidence that mitigation will actually occur is inadequate); *Gray v. County of Madera* (2008) 167 Cal. App. 4th 1099 (the assessment of an equitable share of costs of construction of future improvements and of a maintenance fee was deferred to the future and the mitigation measures relating to traffic impacts were inadequate).

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reasonably likely to be adopted by the time the project subject to the fee is implemented.

Here, the DEIR finds that the Project would result in habitat loss for certain non-listed special status wildlife species, like the coastal whiptail, California horned lark, cooper's hawk, yellow warbler, and San Diego black-tailed jackrabbit.<sup>272</sup> The DEIR states that with the payment of Multiple Species Habitat Conservation Plan ("MSHCP") Local Development Mitigation Fees, impacts on the species would be less than significant.<sup>273</sup> The DEIR does not calculate the amount of fees required to offset the impacts or specify the timing for the fees, which is critical information that must be analyzed in the DEIR. Most importantly, however, the DEIR does not incorporate the payment of mitigation fees as binding mitigation measures even though the DEIR concludes that the payment of mitigation fees would be necessary to reduce the impacts to these species to less than significant levels.<sup>274</sup> In failing to include the mitigation fees as formal mitigation in the DEIR, the reduction of the significant impacts on the species is illusory, uncertain, and speculative.

Likewise, the DEIR explains that the Southern California legless lizard is a California Species of Special concern that has moderate potential to occur within the Project site due to the presence of suitable habitat and is not covered under the MSHCP.<sup>275</sup> The Project proposes to remove suitable habitat for the Southern California legless lizard in the northeast portion of the site, which the DEIR concludes "would be adverse."<sup>276</sup> Even though this species is not covered under the MSHCP, the DEIR finds that "[t]hese species are considered adequately covered under the MSHCP;" and with payment of MSHCP Local Development Mitigation Fees, impacts on the Southern California legless lizard would be considered less than significant.<sup>277</sup> The DEIR's conclusion that the Southern California legless lizard is "adequately covered under the MSHCP" is unsupported by substantial evidence given that the DEIR admits that the species is not covered under the MSHCP. Additionally, the DEIR again relies on a payment of a mitigation fee to mitigate the Project's significant impacts on the Southern California legless lizard to less than significant levels without incorporating this measure as a binding

O3-130

<sup>272</sup> DEIR at 4.3-20.

<sup>273</sup> *Id.*

<sup>274</sup> *Id.*

<sup>275</sup> *Id.*

<sup>276</sup> *Id.*

<sup>277</sup> *Id.*

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mitigation measure. As such, any reduction in the Project's significant impacts on the species is illusory, speculative, and uncertain.

**I. The DEIR's Wildfire Environmental Setting is Deficient to Inform the Project's Wildfire Hazards Impacts Analysis**

The DEIR's environmental setting for the wildfire hazards impacts analysis fails to disclose that the westerly portion of the City within the SR 60/I 10 corridor is deficient in fire protection services, according to a Riverside Local Agency Formation Commission- ("LAFCO") Municipal Service Review for the City.<sup>278</sup> The LAFCO report explains that "[t]he western portion of the City is outside of the standard five-minute response times for fire protection services. [] [T]he City secured a site for the future construction of a fire station in the Interstate 10, 60 State Highway Corridor along Potrero Blvd. Financing the construction of a new fire station and dedicating funds for the estimated annual operation and maintenance of \$1.1 million will be the determining factor on whether this fire station will be built."<sup>279</sup> The Initial Study and Mitigated Negative Declaration for the West Side Fire Station Project was released in January of 2022.<sup>280</sup> The document recognizes that "[r]apid expansion of the City has increased pressure on local services, including fire services," and explains that "[c]urrent fire service response times in the City are approximately 8 to 12 minutes. The City's goal is a five-minute response time (City 2020)."<sup>281</sup>

The DEIR does not discuss the site's deficient response times for fire protection services, which is a serious omission in the environmental setting and may affect the corresponding impacts analysis. Disclosure of this information in the DEIR is especially important given that the entire Project site is designated as a Local Responsibility Area ("LRA"), meaning *local* fire protection agencies, such as

<sup>278</sup> Riverside Local Agency Formation Commission ("LAFCO"), *LAFCO 2014-14-5-Municipal Service Review-City of Beaumont* at 5 (June 22, 2017), available at: <https://lafco.org/wp-content/uploads/documents/june-22-2017-lafco-meeting/4.a.%20LAFCO%202014-14-5%20MSR%20-%20City%20of%20Beaumont.pdf>.

<sup>279</sup> Riverside LAFCO, *City of Beaumont Municipal Service Review* at 33-34 (June 22, 2017), available at: <https://lafco.org/wp-content/uploads/documents/june-22-2017-lafco-meeting/4.a.%20LAFCO%202014-14-5%20MSR%20-%20City%20of%20Beaumont.pdf>.

<sup>280</sup> City of Beaumont, *Initial Study and Mitigated Negative Declaration for the West Side Fire Station Project* (January 2022), available at: <https://files.ceqanet.opr.ca.gov/275540-1/attachment/Nmra97nVEVrFYCcBEN1e4cQSFGBWkQYw05BVQ-pfmlZJ1LZz3XE6OJD4-RmzGaxHCLExm5o8qqRkqiMo0>.

<sup>281</sup> *Id.* at 5.  
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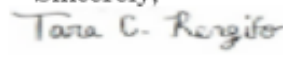
the Riverside County Fire Department, are responsible for wildfire protection.<sup>282</sup>  
The DEIR must be revised and recirculated to include this information.

## VI. CONCLUSION

For the foregoing reasons, the City must fulfill its responsibilities under CEQA by preparing a legally adequate EIR to address the significant omissions and deficiencies described in this comment letter and the attached expert comments. The DEIR must be revised and recirculated to adequately inform the decision-makers and public of the Project's significant environmental impacts and feasible mitigation measures.

O3-132

Thank you for your attention to these comments.

Sincerely,  
  
Tara C. Rengifo  
Associate Attorney

Attachments

TCR:acp

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<sup>282</sup> DEIR at 4.18-1—4.18-2.  
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***Responses to Comment Letter O3 – Adams Broadwell Joseph & Cardozo, Attorneys at Law  
Tara C. Rengifo, Alisha C. Pember***

- O3-1** Commentor is providing background for their request to extend the public review period. Comment noted.
- O3-2** Comment noted. The City made available all documents relied upon in the DEIR.
- O3-3** Commented noted. The commentor is reciting the public resources code and does not raise any substantive issues related to the DEIR.
- O3-4** See response to comment O3-20 below.
- O3-5** See response to comment O3-20 below.
- O3-6** See response to comment O3-20 below.
- O3-7** See response to comment O3-20 below.
- O3-8** See response to comment O3-20 below.
- O3-9** Comment noted.
- O3-10** Comment noted. All documents referenced or relied upon for the DEIR analysis were included in **Section 9.0, References**, and as appendices. In addition, refer to response to comment O3-20 below for more information.
- O3-11** Comment noted. The comment does not raise any issues with the DEIR as detailed in response to comment O3-20 below.
- O3-12** Refer to response to comment O3-10 above.
- O3-13** Refer to response to comment O3-10 above.
- O3-14** Refer to response to comment O3-10 above. Additionally, the DEIR comment period complied with CEQA requirements.
- O3-15** Refer to response to comment O3-10 above. The DEIR included all documents relied upon for the Project's environmental impact analysis.
- O3-16** See response to comment O3-20 below.
- O3-17** Comment noted.
- O3-18** All documents relied upon in the DEIR analysis were included in **Section 9.0, References**, of the DEIR and as appendices to the DEIR. Refer to response to comment O3-20.

**03-19** Comment noted.

**03-20** Comment noted. Refer to the following responses.

- Development agreement is currently being drafted. The Development Agreement is a contract between the City and Developer related to the Project that is analyzed in the DEIR.
- As noted in page 28 of **Appendix A**, footnote eight and nine states “Conservatively assumes nine yard trucks each operating 8 hours per day (i.e., less than the nine trucks each operating 12 hours per day assumed for the emissions analysis). Note that this calculation is preliminary and provided for informational purposes. The WAIRE Points Compliance Obligation is determined by the actual number of truck trips to the facility based on logs of truck trips submitted on January 1 after the first year of operation. The trip rates that SCAQMD uses in the WAIRE User Calculator would be slightly different than what is used in the Project’s Traffic Study.”
- This comment requests the City provide the original native files for AERMOD used in the health risk assessment. However, all the requested information is included in the DEIR as **Appendix B, Health Risk Assessment**. Starting on page 51 and concluding on page 2,314, Appendix B includes all the AERMOD input data for each mitigated and unmitigated scenario analyzed in the DEIR. In addition, **Appendix B** also includes the AERMOD results and output files.
- The City sent the commentor the requested Phase II Environmental Site Assessment (ESA) document on June 6, 2022. Also note that the Phase II ESA was prepared for the previous EIR and the proposed Project is not tiering of the previous EIR. Therefore, the Phase II ESA document referenced in **Appendix G, Phase I ESA** for the Project does not affect the adequacy of the DEIR concerning hazards and hazardous materials.

**03-21** The requested information can be found in the County of Riverside’s Transportation Analysis Guidelines for Level and Service and Vehicle Miles Traveled – 2020, as noted in the Traffic Impact Analysis (**Appendix K**). That document can be found at the following link: <https://rctlma.org/Portals/7/2020-12-15%20-%20Transportation%20Analysis%20Guidelines.pdf>

**03-22** The commenter is requesting that the City extend the public review and comment period for the proposed project for at least 45 days minimum because the City didn’t make all documents referenced in the DEIR available to the public for the duration of the public comment period. The City respectfully declines this request since all documents referenced in the EIR were made available to the were provided for in **Section 9.0, References** via URL links. Refer to response to comment 03-20 for additional information.

**03-23** Comment noted.

**03-24** Refer to response to comment 03-20.

**03-25** Refer to response to comment 03-22.

- O3-26** Comment noted.
- O3-27** Refer to response to comment O3-22.
- O3-28** Refer to responses to comments to O3-1 through O3-18.
- O3-29** Comment noted.
- O3-30** The City responded to this email on June 3<sup>rd</sup> letting the commenter know that the public review period closes on June 6, 2022 and expressed that the public review period of the DEIR would not be extended.
- O3-31** Refer to response to comment O3-20 above.
- O3-32** Refer to response to comment O3-30 above.
- O3-33** Comment noted.
- O3-34** The comment is referring to the Project's proposed development, open space component, proposed entitlements, associated on-site and off-site improvements, and assessor parcel numbers associated with the Project site.
- O3-35** The commentor states that the DEIR fails in significant aspects to perform its function as an informational document because 1) the DEIR's project objectives are impermissibly narrow and improperly constrain the alternatives analysis; 2) the DEIR dismisses the environmentally superior alternative without adequate analysis; 3) the DEIR must analyze a 55% reduced Project size, which would substantially reduce significant impacts, as supported by the attached expert comments; and 4) the Development Agreement may improperly constrain the Project's Alternative Analysis. Refer to responses to comments O3-43 through O3-57 for more information.
- O3-36** The comment states that the DEIR omits an analysis of air quality impacts from transport refrigeration units (TRUs) and states that use of TRUs are reasonably foreseeable. However, as noted in the DEIR Project Description (page 3-4) and PDF AQ-1, the Project does not include cold storage. Additionally, cold storage is not an allowed use for the site in the Specific Plan, which establishes the uses and development standards for the Project. As cold storage/refrigerated warehouse space are not an allowed use, the Project could not include cold storage and would not include trucks with TRUs.
- O3-37** The comment includes a general statement that there are additional feasible mitigation measures and omissions in the VMT analysis and summarizes later more specific comments. This comment is introductory, and no specific comments are made. Responses to specific comments are provided below. No further response is required.

- 03-38** The commented states that the DEIR also fails to meaningfully analyze the Project’s impacts on water supply and that Project’s impacts on biological resources are not adequately disclosed and mitigated in the DEIR.
- 03-39** The commentor states that based on their previous statements, the DEIR omits critical information necessary to inform the impact analysis, and therefore, the DEIR must be revised and recirculated. Comment noted and will be taken into consideration by decision-makers.
- 03-40** The commentor listed the references used to support their statements. Comment has been noted.
- 03-41** CARECA’s statement of interest of the proposed Project has been noted.
- 03-42** Comment noted. Commentor is reciting the purpose of CEQA and does not raise any substantive issues with the DEIR.
- 03-43** The Project description in the DEIR has not changed and is stable throughout the documents and exhibits. While the buildings are spec buildings, the use of the building as a warehouse will not change once the building is occupied.
- 03-44** See response to comment 03-47 below.
- 03-45** See response to comment 03-47 below.
- 03-46** See response to comment 03-47 below.
- 03-47** The Development Agreement is not required to be included in the DEIR, as the commentor states the Development Agreement is a contract between the City and Developer. The terms of a Development Agreement are routinely negotiated during the EIR process for the Project that is analyzed in the DEIR.
- 03-48** **Section 3.0, Project Description**, of the DEIR (page 3-7) includes detailed Project objectives as required by CEQA.
- 03-49** Project objectives can be tailored to the site and also take into consideration the site details for the efficient use of the property. The DEIR included a number of very detailed project objectives under which the Project and project alternatives are considered. Here the environmentally superior project alternative was rejected.
- 03-50** **Section 6.0, Alternatives**, of the DEIR includes a detailed analysis of the Project alternatives as required by CEQA. The analysis concludes that the reduced intensity alternative would reduce some of the potentially significant impacts, but it does not reduce any significant impacts to below a level of significant. Since the reduced intensity alternative will not reduce any of the significant impacts, and does not meet the Project objectives, the alternative was dismissed.
- 03-51** See response to comment 03-50 above.

- 03-52** See response to comment 03-50 above.
- 03-53** CEQA does not specify the number or details for project alternatives included in an EIR.
- 03-54** CEQA does not require a project alternative be created and evaluated so that it reduces a significant impact to below the significance threshold as suggested by the commentor. The project alternatives included in the DEIR comply with CEQA and no further alternatives are required.
- 03-55** See response to comment 03-54 above.
- 03-56** See response to comment 03-47 above.
- 03-57** See response to comment 03-47 above.
- 03-58** Commentor recites general CEQA requirements that the DEIR complies with. No specific comments are raised specific to the DEIR analysis or mitigation.
- 03-59** Commentor does not raise any specific comments on the DEIR but reiterates a generalized statement regarding the details and information required to be included in an EIR. The DEIR was prepared in accordance with CEQA and includes all of the commentors requested information and analysis.
- 03-60** The comment summarizes the commenters view of regional air quality in the area including data from the SCAQMD 2022 Draft AQMP and the DEIR. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- 03-61** The comment summarizes the commenters view of regional air quality in the area including data from the SCAQMD 2022 Draft AQMP and the DEIR. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- 03-62** The comment summarizes the commenters view of statewide NO<sub>x</sub> emissions, CARB data, and also states that the Project's unmitigated NO<sub>x</sub> emissions are significant. The comment does not raise a specific issue with the DEIR. Responses to specific comments are provided below.
- 03-63** Refer to response to comment 03-36 regarding TRU emissions. The Project would not include TRUs because cold storage is not an allowed use in the Specific Plan and the DEIR Project Description specifically states that the Project does not include cold storage.
- Regarding PDF AQ-4 and PDF AQ-10, the DEIR states that emissions benefits from implementation of PDF AQ-3 through PDF AQ-18 are conservatively not quantified (DEIR pages 3-4, 4.2-22, 4.5-20, and 4.7-29). No credit is taken for these measures. These measures are intended to facilitate the implementation of state regulations and goals that would encourage fleet turnover and improve emissions.

The City disagrees with the comment about the effectiveness of **MM AQ-3** (requiring a Transportation Demand Management [TDM] program for Phase 1 and Phase 2). As discussed in the DEIR, **MM AQ-3** requires a transportation information center, an on-site TDM coordinator to inform employees of surrounding transportation options, promoting bicycling and walking with showers and bicycle repair areas, providing secure bicycle storage, providing shower and changing facilities, provide on-site car share amenities, promote carpool/vanpool/rideshare use through parking incentives and ride-matching services, provide incentives for alternative travel modes, provide meal options onsite or shuttles to nearby meal destinations, and preferential parking for electric low-emitting, and fuel-efficient vehicles. In this case, the performance standard is to provide the above-mentioned amenities and services to encourage trip reduction. Information sharing and marketing are important components to successful commute trip reduction strategies. Furthermore, the measures in **MM AQ-3** include specific performance standards, such as requirements for installing two showers/changing facilities within 200 yards of a building entrance for each building and providing preferential parking equivalent to at least eight percent of the required number of parking spaces. **MM AQ-3** notes that the TDM program shall be developed and verified by the City prior to the issuance of occupancy permits. Also refer to response to comment O3-76.

The City disagrees that **MM AQ-1** (requiring Tier 4 construction equipment) needs to be strengthened. The comment does not suggest modifications to **MM AQ-1** and does not provide substantial evidence demonstrating it is deficient. It should be noted that construction emissions from both Phase 1 and Phase 2 would be below SCAQMD's construction thresholds for all criteria pollutants (see DEIR **Table 4.2-8** and **Table 4.2-9**). Construction and operational health risk impacts would also be less than significant (see DEIR pages 4.2-50 to 4.2-55). There is no nexus to require modifications to **MM AQ-1** as Phase 1 or Phase 2 construction impacts are already reduced to a less than significant level with the implementation of **MM AQ-1**. Also refer to response to comment O3-78.

**O3-64** The comment cites a provision in **MM AQ-4** that allows for sufficiently sized electrical rooms that could accommodate power for TRUs. The intent of this measure is to identify all feasible mitigation and to provide flexibility to accommodate future technologies and electrification. **MM AQ-4** does not permit any TRUs to access the site and does not permit any cold storage building area. As noted in response to comment O3-6, the Project would not include TRUs because cold storage is not an allowed use in the Specific Plan and the DEIR Project Description specifically states that the Project does not include cold storage.

**O3-65** Standard Condition AQ-1 requires the implementation of fugitive dust control measures in accordance with SCAQMD rules and regulations. Watering disturbed areas is a primary method for reducing fugitive dust. However, as noted in Standard Condition AQ-1 and reiterated in the comment, the listed measures include, but are not limited to those listed.

Furthermore, Beaumont-Cherry Valley Water District Resolution 2022-12 restricts the use of potable water for street cleaning or construction site preparation purposes unless no other method can be used to protect public health and safety. Additionally, the resolution notes that the use of water during construction can be conditionally approved. It should be noted that

recycled (i.e., non-potable) water is commonly used for construction in addition to chemical stabilizers and the use of tarps and wind breaks. Standard Condition AQ-1 requires compliance with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust) and does not require the use of potable water during construction. Therefore, Beaumont-Cherry Valley Water District Resolution 2022-12 would not result in additional fugitive dust emissions during Project construction.

- O3-66** Refer to response to comment O3-65 regarding Beaumont-Cherry Valley Water District Resolution 2022-12 and construction related fugitive dust.
- O3-67** Refer to response to comment O3-65 regarding Beaumont-Cherry Valley Water District Resolution 2022-12 and construction related fugitive dust.
- O3-68** Refer to response to comment O3-65 regarding Beaumont-Cherry Valley Water District Resolution 2022-12 and construction related fugitive dust.
- O3-69** Refer to response to comment O3-65 regarding Beaumont-Cherry Valley Water District Resolution 2022-12 and construction related fugitive dust.
- O3-70** The comment summarizes the commenters view of the CEQA guidelines. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- O3-71** The comment summarizes the commenters view of the DEIR. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- O3-72** PDF AQ-4 is included as a Project Design Feature to facilitate implementation of the CARB Truck and Bus Regulation and to encourage other efficiency measures could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would also facilitate compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule). Therefore, it is not appropriate or necessary to include PDF AQ-4 as a mitigation measure. It should be noted that the DEIR states that emissions benefits from implementation of PDF AQ-3 through PDF AQ-18 are conservatively not quantified (DEIR pages 3-4, 4.2-22, 4.5-20, and 4.7-29). No credit is taken for these measures. As noted above, these measures are intended to facilitate the implementation of state regulations and goals that would encourage fleet turnover and improve emissions.
- O3-73** The comment suggests mitigation requiring all heavy-duty vehicles entering or operating on the Phase 1 Project site to be model year 2018 or later. However, CARB is addressing emissions from heavy duty vehicles through various regulatory programs including lower emission standards, restrictions on idling, the use of post-combustion filter and catalyst equipment, and retrofits for diesel truck fleets. These programs are expected to result in significant reductions in NO<sub>x</sub>, ROG, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO emissions as they are fully implemented by 2023. Federal and State agencies regulate and enforce vehicle emission standards. It is not feasible for the

City of Beaumont to effectively enforce a prohibition on trucks from entering the property that are otherwise permitted to operate in California and access other properties in the City, region, and State. Even if the City were to apply such a restriction, it would cause warehouse operators using older truck fleets to travel to other facilities in the South Coast Air Basin where the restriction does not apply, thereby resulting in no improvement to regional air quality.

Based on data from CARB, most heavy-duty trucks entering the Project site will meet or exceed 2010 model year emission standards when Phase 1 becomes fully operational in 2024. Specifically, according to CARB EMFAC inventories, approximately 50 percent of all in-state heavy-duty trucks met the 2010 engine standard in 2019, 59 percent in 2020, 62 percent in 2021. Additionally, 65 percent and 90 percent of trucks were projected to meet the 2010 engine standard in 2022 and 2023 respectively.<sup>1</sup>

Requiring model year 2018 trucks or later to operate on the Phase 1 of the Project site would not be consistent with CARB and SCAQMD programs to transition to zero emission (ZE) or near zero emission (NZE) trucks. For example, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8. CARB's Mobile Source Strategy facilitates the adoption of ZE buses and trucks. Additionally, CARB's Sustainable Freight Action Plan utilizes near-zero emissions technology and facilitates the deployment of ZE trucks. Furthermore, the SCAQMD Warehouse Indirect Source Rule (ISR) (Rule 2305) requires the acquisition of ZE or NZE trucks, requires ZE/NZE truck visits, requires ZE yard trucks, and the installation on-site ZE charging/fueling infrastructure, or pay a mitigation fee to incentivize the purchase of ZE/NZE trucks and charging/fueling infrastructure in communities nearby.

The DEIR includes design features and mitigation that would facilitate the use of ZE and NZE trucks consistent with CARB and SCAQMD programs (e.g., Advanced Clean Truck Regulation, Sustainable Freight Action Plan, SCAQMD Rule 2305, etc.). For example, the Project design features require all cargo handling equipment (forklifts, yard trucks, etc.) to be electrically powered to reduce on-site criteria pollutant emissions. In order to promote the use of alternative fuels and clean fleets and facilitate future installation of electric vehicle supply equipment, the Project would install 30 electric light-duty vehicle charging stations, install conduit for 59 electric light-duty vehicle charging stations, and designate 119 parking spaces for clean air/electric vehicle/vanpool parking (refer to the Project design feature on DEIR pages 4.2-22 through 4.2-24). Additionally, the Project design features would require future tenants to attend CARB training for record keeping and ensuring vehicles comply with CARB regulations and are in good condition, enroll in the EPA's SmartWay program, provide information on CARB's Carl Moyer Voucher Incentive Program to upgrade fleets, include signage for truck routes and locate check-in points to ensure truck queues do not occur outside of the facility. **MM AQ-6** requires Project compliance with SCAQMD Rule 2305 to facilitate the use of ZE and NZE trucks. Additionally, **MM AQ-6** requires the Project Applicant to provide

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<sup>1</sup> CARB. (2017). *EMFAC2017, An Update to California On-Road Mobile Source Emissions Inventory*. Available at: [https://ww3.arb.ca.gov/msei/downloads/emfac2017\\_workshop\\_11\\_09\\_2017\\_final.pdf](https://ww3.arb.ca.gov/msei/downloads/emfac2017_workshop_11_09_2017_final.pdf) (accessed June 2022).



\$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions and includes a goal of achieving ZE trucks beginning in 2030. It should be noted that the DEIR conservatively does not take credit for implementation of **MM AQ-6**.

Operational emissions would be reduced through implementation of mitigation measures that require reduced vehicle idling, use of non-diesel on-site equipment, meeting or exceeding 2010 engine emission standards for all diesel trucks entering the site, electric vehicle charging stations, and prohibition of refrigerated warehouses. As noted above, mitigation and Project design features would facilitate the use of ZE and NZE technology.

The City disagrees with the assertion that the DEIR has not identified all feasible mitigation. The existing regulatory environment already requires various mobile source emissions reduction measures and transition to ZE and NZE vehicles (as noted above, CARB already regulates truck emissions with the Advanced Clean Truck Regulation, the Mobile Source Strategy [including the low-NO<sub>x</sub> engine emissions standard], the Sustainable Freight Action Plan, and the Emissions Reduction Plan for Ports and Goods Movement, among others). Despite these strategies, CARB acknowledges that it will take time for ZE and NZE vehicles to become commercially available and to penetrate the market. For example, CARB's Emission Factor (EMFAC) 2021 model provides detailed vehicle registration information and estimates the official emissions inventories of on-road mobile sources, vehicle population, and vehicle miles traveled (VMT) in California. The EMFAC2021 data for South Coast portion of Riverside County shows that in 2024 (the Project's opening year), approximately 95 percent of heavy trucks would still be powered by diesel and 97 percent of the VMT would occur from diesel trucks. Electric vehicles would make up approximately 0.31 percent of the heavy-duty fleet and 0.26 percent of the heavy truck VMT. For 2030, the EMFAC data shows that 95 percent of heavy trucks would be diesel-powered and that 96 percent of the heavy truck VMT would be from diesel trucks. Therefore, as CARB data anticipates that the vast majority of trucks to be diesel-powered in the Project opening year and in 2030, it would not be feasible to require all heavy-duty vehicles entering or operating on the Project site to be zero-emission beginning in 2030.

ZE and NZE truck technologies include battery-electric trucks, fuel cell trucks, dual-mode (hybrid) electric trucks with all-electric range and, potentially, other technologies. While heavy duty ZE vehicles are available, they are not commercially available yet in great numbers in the classifications needed to serve the future users of this site. The majority of ZE and NZE emissions trucks are limited in range of less than 100 miles per charge and require hours to charge.<sup>2</sup> These trucks are better suited to operate in urban areas for stop-and-go driving for fleets that operate locally and have predictable daily use and return to base to be charged.<sup>3</sup> Longer range, heavy duty ZE vehicles currently are limited in availability.<sup>4</sup> To require a project to use ZE heavy duty trucks when the nature of the trips is unknown these types of

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<sup>2</sup> CARB. (2021) *Advanced Clean Trucks, Acceleration Zero-Emission Truck Markets*. Available at: [https://ww2.arb.ca.gov/sites/default/files/2020-06/200625factsheet\\_ADA.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-06/200625factsheet_ADA.pdf) (accessed June 2022).

<sup>3</sup> Ibid.

<sup>4</sup> John G. Smith (2020). *Zero-emission truck models surge, orders hold steady during Covid-1*. Available at: <https://www.trucknews.com/sustainability/zero-emission-truck-models-surge-orders-hold-steady-during-covid-19/1003141253/> (accessed June 2022).

technologies is not feasible because they are not widely available, and it is unknown when or if they will become widely available in the future. As such, it is not feasible to require ZE and NZE trucks because future tenants/operators are currently unknown. As the timeline for ZE and NZE incorporation into the fleet is not known and the end users and truck fleets are not known, the additional mitigation is not feasible, and assumptions on the available of ZE and NZE vehicles would be speculative at best. CEQA Guidelines Section 15041 specifically requires all mitigation to be feasible and fully enforceable, and all feasible mitigation must be imposed by lead agencies.

Furthermore, it should be noted that the DEIR determined that the Project's Localized Significance Thresholds (LSTs) would be less than significant (refer to DEIR pages 4.2-42 through 4.2-46) and health risk impacts would be less than significant (refer to DEIR pages 4.2-50 through 4.2-55), which indicates that the regional increases shown in DEIR **Tables 4.2-10** through **4.2-14** are over counting truck emissions since not all these trips are in reality new to the air basin.

Although as noted above, ZE and NZE trucks are not commercially available at this time, current state regulations would accelerate availability of this technology in future years. CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024 and by 2045, every new truck sold in California is required to be zero-emission. CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks. A key measure in the Mobile Source Strategy is the low NO<sub>x</sub> emission standards that reduces NO<sub>x</sub> emissions by 90 percent.<sup>5</sup> The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. The Sustainable Freight Action Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the Statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

The Project is being built to specification and the future tenant(s) of the Project are unknown at the time of this writing. Accordingly, it is unknown if the ultimate tenant will operate its own fleet. Moreover, most warehouse operators have no control over the trucks entering and exiting their facilities. Consequently, it is infeasible to require trucks with particular emission profiles (e.g., ZE, NZE, or 2010+ model year trucks) to visit the Project.

Subsequent environmental review may require that specific technology that will work with future users be required as condition of approval, but a broad requirement that unknown future users use a specific technology is not currently feasible since current zero-emission technology is very limited in medium-duty and heavy-duty trucks.

- 03-74** PDF AQ-10 facilitates implementation of PDF AQ-16, where the Project would provide funding for 30 grants for the employee purchase of electric/zero emission passenger vehicles. The

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<sup>5</sup> CARB. (2022). *Heavy Duty Low NO<sub>x</sub>*. Available at: <https://ww2.arb.ca.gov/our-work/programs/heavy-duty-low-nox>. (accessed June 2022).

30 charging stations required in PDF AQ-10 are intended to primarily serve the electric vehicles provided to employees for the purpose of commuting. As noted in response to comment O3-73, the design features are designed to facilitate the use of ZE and NZE trucks consistent with CARB and SCAQMD programs (e.g., Advanced Clean Truck Regulation, Sustainable Freight Action Plan, SCAQMD Rule 2305, etc.). **MM AQ-6** requires Project compliance with SCAQMD Rule 2305 to facilitate the use of ZE and NZE trucks. Additionally, **MM AQ-6** requires the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions and includes a goal of achieving ZE trucks beginning in 2030. It should be noted that the DEIR conservatively does not take credit for implementation of **MM AQ-6**.

The comment also suggests additional measures for incorporation into the DEIR. The discussion below provides a response to each of the suggested measures. As shown below, the suggested are already addressed in the DEIR or are CARB regulations that the Project must already comply with. Therefore, additional mitigation is not required.

Suggested Measure	Response
Contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.	<p>As noted above, the Project includes Project design features and mitigation that would facilitate the use of ZE and NZE vehicles consistent with CARB and SCAQMD programs (e.g., Advanced Clean Truck Regulation, Sustainable Freight Action Plan, SCAQMD Rule 2305, etc.).</p> <p><b>MM AQ-6</b> requires Project compliance with SCAQMD Rule 2305 to facilitate the use of ZE and NZE trucks. Additionally, <b>MM AQ-6</b> requires the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions and includes a goal of achieving ZE trucks beginning in 2030. It should be noted that the DEIR conservatively does not take credit for implementation of <b>MM AQ-6</b>.</p> <p>Additionally, PDF AQ-2 requires all Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity (i.e., zero emission).</p>
Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2023. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP). Additional incentive funds are available from the Carl Moyer Program and Voucher Incentive Program.	Refer to response to comment O3-73 regarding 2018 model year trucks. Additionally, PDF AQ-13 requires the Phase 1 facility operator to provide tenants with information about the Carl Moyer Air Program and the On-Road Heavy-Duty Vehicles Voucher Incentive Program, which provides funding to purchase newer vehicles.

Suggested Measure	Response
<p>Include contractual language in tenant lease agreements that requires the tenant to be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Advanced Clean Trucks Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.</p>	<p>This is required under PDF AQ-9 on DEIR page 4.2-23. Operators and manufacturers are required to comply with these regulations. CARB's Tractor-Trailer Greenhouse Gas Regulation reduces greenhouse gas emissions by improving the aerodynamic performance and reducing the rolling resistance of tractor-trailers. CARB's Advanced Clean Trucks regulation is a manufacturer's ZEV sales requirement and a one-time reporting requirement for large entities and fleets. The Periodic Smoke Inspection Program (PSIP) is CARB's heavy-duty vehicle inspection program for in-use trucks and buses that includes roadside testing by CARB. The Statewide Truck and Bus Regulation requires fleets to upgrade to 2010 or newer model year engines by January 1, 2023. The suggested additional mitigation measures are already State regulation (i.e., mandatory). As such these measures are essentially part of the Project; and therefore, are not mitigation under CEQA.</p>
<p>Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than two minutes while on site."</p>	<p>The Project would comply with the 5-minute limit per CARB regulation/state law. Implementation of this measure is not quantifiable because CalEEMod does not allow for the adjustment of idle times. The Project includes <b>MM AQ-5</b> requires signage stating that drivers turn off engines when not in use, identifying the State's 5-minute idling limit (California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Section 2485 [Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling]), and including telephone numbers of the building facilities manager and CARB to report violations.</p> <p>Additionally, the Project includes design features to minimize idling. For example, PDF AQ-5 requires Phase 1 facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. PDF AQ-8 requires the facility operator for Phase 1 to ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512).</p>

- 03-75** The City disagrees with the assertion that the DEIR defers mitigation as it relates to **MM AQ-3** (TDM Program). **MM AQ-3** would be properly implemented as required by the City and as part of the Mitigation Monitoring and Reporting Program, as enforced by the Planning Manager.

Therefore, there are assurances that reductions in commute VMT through feasible TDM measures would be provided by the Project and would be implemented as part of future Certificates of Occupancy for future tenants as described in **MM AQ-3**. Therefore, the City did not defer mitigation and has stated within **MM AQ-3** in the DEIR the mitigation measures required to mitigate potentially significant impacts.

**03-76** As discussed on DEIR pages 4.2-21 and 4.7-28, TDM measures were incorporated and quantified in CalEEMod's mitigation module. The DEIR specifies that measures TRT-1 (Implement Trip Reduction Program), TRT-7 (Market Commute Trip Reduction Option), and TRT-11 (Employee Vanpool/Shuttle) were applied. According to the California Air Pollution Control Officers Association (CAPCOA) guidance Quantifying Greenhouse Gas Mitigation Measures (2011), TRT-1 is a voluntary measure where monitoring and reporting is not required. The performance standards include carpooling encouragement, ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, half time transportation coordinator, vanpool assistance, and bicycle end-trip facilities (parking, showers and lockers). The TRT-7 performance standard is providing information of trip reduction and alternative mode options in the area. TRT-11 requires an employer-sponsored vanpool or shuttle. As discussed in the DEIR, **MM AQ-3** requires a transportation information center, an on-site TDM coordinator to inform employees of surrounding transportation options, promoting bicycling and walking with showers and bicycle repair areas, providing secure bicycle storage, providing shower and changing facilities, provide on-site car share amenities, promote carpool/vanpool/rideshare use through parking incentives and ride-matching services, provide incentives for alternative travel modes, provide meal options onsite or shuttles to nearby meal destinations, and preferential parking for electric low-emitting, and fuel-efficient vehicles.

In this case, the performance standard is to provide the above-mentioned amenities and services to encourage trip reduction. Information sharing and marketing are important components to successful commute trip reduction strategies. Furthermore, the measures in **MM AQ-3** include specific performance standards, such as requirements for installing two showers/changing facilities within 200 yards of a building entrance for each building and providing preferential parking equivalent to at least eight percent of the required number of parking spaces. **MM AQ-3** notes that the TDM program shall be developed and verified by the City prior to the issuance of occupancy permits.

**03-77** Comment indicates additional feasible mitigation should be included in **MM AQ-1**. However, specific additional feasible mitigation is not provided in this particular comment. Responses to specific comments are provided below.

**03-78** The City disagrees that revising **MM AQ-1** to include Tier 4 requirements for equipment less than 50 horsepower would represent a meaningful emissions reduction. It should be noted that **MM AQ-1** is consistent with SCAQMD recommended language for off-road construction equipment and consistent with CARB off road regulations. Additionally, during construction, welders are the only piece of modeled equipment that is less than 50 horsepower. The analysis in the DEIR only includes one welder during Phase 1 and one welder during Phase 2 (refer to

DEIR **Appendix A**). All other pieces of equipment (a total of 36 for each phase) are greater than 50 horsepower.

Furthermore, construction emissions from both Phase 1 and Phase 2 would be below SCAQMD's construction thresholds for all criteria pollutants (see DEIR **Table 4.2-8** and **Table 4.2-9**). Construction and operational health risk impacts would also be less than significant (see DEIR pages 4.2-50 to 4.2-55). It is not necessary to require equipment less than 50 horsepower to meet Tier 4 standards as Phase 1 or Phase 2 construction impacts are already reduced to a less than significant level with the implementation of **MM AQ-1**. There is no nexus between the proposed modification to **MM AQ-1** and a CEQA impact.

### **03-79 Public Health**

The DEIR includes a discussion of public health impacts from air pollutants on pages 4.2-46 to 4.6-50. Additionally, health impacts from Toxic Air Contaminants are discussed on pages 4.2-50 to 4.2-55. The discussion of public health impacts was prepared to directly address the California Supreme Court's *Sierra Club v. County of Fresno* decision. As outlined in the Court decision, the analysis specifically explains that ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to particulate matter, CO, O<sub>3</sub>, and NO<sub>2</sub> (see DEIR page 4.2-49). The analysis is provided to foster informed decision making and notes that due to the uncertainty in the relationship between project-level mass emissions and regional ozone formation as well as limitations with currently available technical tools, the resulting health effects associated with the Project cannot be identified. Given this is speculative, no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the proposed Project.

#### **Backup Generators**

The City also disagrees with the comment that the DEIR underestimates DPM from the Project's backup generators. The Project proposes the development of industrial speculative warehouse buildings and the end users are not known at this time. It should be noted that the Project is anticipated to be built out over several years (Project development would be determined by the landowner and/or developer based upon real estate market conditions). Phase 2 is only programmatically planned, and no specific development is proposed at this time. As the end users of the Project have not been identified, it is not known if backup generators would be needed for the potential buildings. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression

Ignition Engines), which would minimize emissions. As the end users and future tenants of the proposed Project are unknown, the need for emergency backup generators is speculative. As such, the DEIR assumed a typical size backup generator for each warehouse building for emergency purposes and not necessarily to power the entire facility to continue normal operations. Additionally, it should be noted that **MM GHG-1** requires the Project's energy to be supplied by rooftop solar, which would offset the need for backup generators.

Under CEQA Guidelines Section 15384, argument, speculation, unsubstantiated opinion or narrative, evidence that is not credible, and evidence of social and economic impacts does not constitute substantial evidence.

The comment also requests that all backup generators be analyzed to use non-diesel low NO<sub>x</sub> and zero emissions technology options. As the proposed Project involves speculative warehouse buildings and the end users are unknown, prohibiting specific fuels for backup generators is not feasible, because it is unknown what the specific needs of an end user would be. The DEIR conservatively evaluated the emissions associated with diesel fueled backup generators because that represents the worst-case condition.

#### **Construction and Operational Health Risk**

The comment also incorrectly notes that the health risk assessment was segmented between construction and operational phase and relies on an inadequate receptor grid. Pursuant to the California Office of Environmental Health Hazard Assessment (OEHHA) and SCAQMD Risk Assessment Procedures, the Health Risk Assessment calculated carcinogenic risk based on a 30-year exposure duration, which includes age sensitivity factors (with a third trimester start age), and 95<sup>th</sup> percentile breathing rates.

Based on the Project schedule, Phase 1 construction would begin in 2023 and be completed in 2024. Following construction, the three warehouses in Phase 1 are assumed to be fully operational and generating emissions. Phase 2 construction will begin in 2026 and be completed in 2027, during this time Phase 1 operational emissions from the warehouses would overlap with the Phase 2 construction emissions. Following the completion of Phase 2, emissions would only be generated by Phase 1 because Phase 2 operations does not include any TAC sources. The Project HRA analyzed this overlap and continuous pollutant exposure and concluded that with Tier 4 construction equipment mitigation (**MM AQ-1**) and electric cargo handling equipment (PDF AQ-2), health risk impacts would be below SCAQMD thresholds. A maximum health risk for the combined construction and operation of the Project is discussed on DEIR pages 4.2-50 through 4.2-55 and shown in Table 8 of the DEIR **Appendix B**.

#### **General Plan Policy 8.4.3**

Finally, the comment incorrectly notes that the Project is sited without adequate buffers from sensitive receptors. Although existing sensitive receptors are adjacent to the proposed Project's property line, the receptors would be approximately 230 feet west of the closest proposed warehouse building. Additionally, intervening terrain/slope and a retaining wall are also located between the warehouse and the receptors to the east. Due to the proximity to sensitive receptors, a health risk assessment was conducted for the proposed Project. As noted

above, health risk impacts were mitigated to less than significant levels (i.e., below SCAQMD thresholds) (see DEIR pages 4.2-50 through 4.2-55 and Table 8 of the DEIR **Appendix B**).

It should also be noted that General Plan Policy 8.4.3 recommends this buffer for the siting of new projects and land uses that would produce localized air pollution and specifically identifies Interstate 10, SR-60, high traffic roads, and certain industrial facilities as sources of pollution sources. General Plan Policy 8.4.3 indicates certain industrial facilities could be sources of pollution, but does not necessarily identify warehouses. The majority of the proposed Project's emissions would occur from mobile sources that would occur off-site and not in the proximity to the adjacent sensitive receptors. Additionally, as noted above, the results of the health risk assessment (see DEIR pages 4.2-50 through 4.2-55 and Table 8 of the DEIR **Appendix B**) and the localized impact analysis (see DEIR pages 4.2-44 through 4.2-50) demonstrate warehouse component of the Project would not have significant localized impacts. Therefore, the Project would not be a significant source of localized air pollution noted in General Plan Policy 8.4.3.

- O3-80** The comment summarizes the SCAQMD 2022 Draft AQMP. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- O3-81** Refer to response to comment O3-79 regarding the backup generator horsepower. Additionally, as noted in the comment, the backup generators are limited to 50 hours per year for testing pursuant to SCAQMD Rule 1470. Backup generators are required to be tested periodically to ensure that they will operate as expected. The comment notes that the backup generators will likely operate for 200 hours per year. However, no substantial evidence is provided to support this claim. The SCAQMD limits the operation of backup generators for no more than 200 hours per year of operation. Modeling 200 hours for generator emissions would be representative of an emergency condition and not representative of typical Project operations.
- O3-82** Refer to responses to comments O3-79 and O3-81 regarding backup generator assumptions.
- O3-83** Refer to responses to comments O3-79 and O3-81 regarding backup generator assumptions.
- O3-84** Refer to response to comment O3-79 regarding backup generator assumptions and non-diesel low NO<sub>x</sub> zero emissions technology.
- O3-85** Refer to response to Comment O3-79 regarding construction and operational health risks.
- O3-86** The City disagrees that a receptor grid with spacing smaller than 50 meters should be used. A receptor grid of 50 meters is consistent with the SCAQMD's Modeling Guidance for AERMOD<sup>6</sup>.
- O3-87** The City disagrees that the dispersion modeling must include building downwash. The modeled sources in the AERMOD dispersion model are line-volume sources that represent on- and off-site truck movements and idling. The purpose of building downwash is to determine if stack

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<sup>6</sup> <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>



discharge might become caught in the turbulent wakes of structures within close proximity. The building downwash modeling option is only applicable to point and flare emission source types and is not applicable to the line-volume sources that were modeled for the proposed Project.

**O3-88** Refer to response to comment O3-87 regarding building downwash.

**O3-89** Refer to response to comment O3-79 regarding General Plan Policy 8.4.3.

**O3-90** General Plan Policy 8.4.4 requires mitigation for sources within 500 feet of sensitive receptors. However, as noted in response to comment O3-79, the Project would not have localized air quality impacts and health risk impacts would be less than significant with PDF AQ-2 (electric cargo handling equipment) and **MM AQ-1** (Tier 4 construction equipment). Therefore, additional mitigation is not required.

**O3-91** Given the location of the proposed Project and the adjacency to sensitive receptors, a Health Risk Assessment (HRA) was prepared for the proposed Project to assess potential health risks to the surrounding community; refer to DEIR pages 4.2-50 through 4.2-55 and **Appendix B**. The HRA was prepared for the Project using air dispersion modeling (EPA AERMOD). Health risks are determined by examining the types and levels of air toxics generated and the associated impacts to air quality. As described above, impacts related to cancer risk would be less than significant with implementation of **MM AQ-1**. Additionally, non-carcinogenic hazards are calculated to be within acceptable limits. It should be noted that the impacts assess the Project's incremental contribution to health risk impacts, consistent with the SCAQMD guidance and methodology. The SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative projects. The SCAQMD considers projects that do not exceed the Project-specific thresholds to generally not be cumulatively significant. Therefore, impacts related to health risk from the Project would be less than significant. Refer to **Appendix B** of the DEIR for additional information.

While cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time, an EIR or MND can determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus is not significant (see Section 15130 of the State CEQA Guidelines). In the case of the proposed Project, implementation of **MM AQ-1** would render its contribution to impacts to less than cumulatively considerable. As such, Projects that do not exceed the SCAQMD's 10 in one million incremental threshold would not exacerbate existing conditions.

Furthermore, it should be noted that the DEIR determined that the Project's Localized Significance Thresholds (LSTs) would be less than significant (refer to DEIR pages 4.2-42 through 4.2-45), which indicates that the regional increases shown in DEIR Tables 4.2-10 through 4.2-14 are over counting truck emissions since not all these trips are in reality new to the air basin.

**O3-92** Refer to response to comment O3-91, above. As noted above the SCAQMD has not established separate cumulative thresholds and does not require combining impacts from cumulative

projects. The SCAQMD considers projects that do not exceed the Project-specific thresholds to generally not be cumulatively significant. Localized air quality and health risk impacts were evaluated in DEIR pages 4.2-43 through 4.2-45 and pages 4.2-50 through 4.2-55 and determined to be less than significant.

The comment provides data from OEHHA's CalEnviroScreen 4.0. CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the State. The scores are mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. The CalEnviroScreen score measures the relative pollution burdens and vulnerabilities in one census tract compared to others and is not a measure of health risk.

The City disagrees with the assertion that the Project would exacerbate existing conditions. The comment notes that the census tract that the Project is located is within the 65<sup>th</sup> percentile for traffic, which is consistent with the data presented within CalEnviroScreen 4.0. However, CalEnviroScreen 4.0 also shows that the Project area's Pollution Burden Percentile is 23 and the Overall Percentile is 29 (also noted on page 12 of DEIR **Appendix B** (Health Risk Assessment)). As noted above, the HRA prepared for the Project and incorporated into DEIR pages 4.2-50 through 4.2-55 show that the Project impacts would be below SCAQMD thresholds. The SCAQMD cancer risk threshold is expressed as "incremental cancer risk"<sup>7</sup> Individual cancer and incremental cancer risk are the likelihood that a person continuously exposed to concentrations of TACs over a lifetime will contract cancer based on the use of standard risk assessment methodology.

As noted above, the Project's localized emissions would be less than significant (refer to DEIR pages 4.2-43 through 4.2-45), which indicates that the regional increases shown in DEIR **Tables 4.2-11, 4.2-13, and 4.2-14** are over counting truck emissions since not all these trips are in reality new to the air basin.

- O3-93** Refer to responses to comments O3-91 and O3-92, above. The emissions associated with the Project's vehicle miles traveled were quantified and analyzed in the DEIR (refer to **Tables 4.2-10 through 4.2-14**). It should be noted that these emissions would occur regionally, as emissions associated with mobile sources would occur on roadways throughout the County and region and the majority of mobile sources would not be near the Project's sensitive receptors. As noted in response to comment O3-91, the Project's localized emissions would be less than significant (refer to DEIR pages 4.2-43 through 4.2-45) and the Project's health risks would be less than significant (refer to DEIR pages 4.2-50 through 4.2-55), which indicates that the regional increases shown in DEIR **Tables 4.2-11, 4.2-13, and 4.2-14** are over counting truck emissions since not all these trips are in reality new to the air basin.

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<sup>7</sup> SCAQMD, *South Coast AQMD Air Quality Significance Thresholds*, April 2019.

- 03-94** The comment summarizes the commenters view of the DEIR. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. Responses to specific comments are provided below.
- 03-95** The comment summarizes the commenters view of the DEIR and a general statement that additional feasible mitigation measures are available. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. Responses to specific comments are provided below.
- 03-96** The comment summarizes the commenters view of the DEIR and a general statement about consistency with plans and policies. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. Responses to specific comments are provided below.
- 03-97** Goal 7 of the Sustainable Beaumont Plan includes various measures to reduce vehicle miles traveled, including: Measure 7.1: Encourage non-motorized transportation options; Measure 7.2: Encourage, promote, incentivize, or expand use of the pass transit system or other transit services; Measure 7.3: Create bicycle master plan to expand bike routes around the City; Measure 7.4: Promote Ride sharing programs within businesses; and Measure 7.5: Electrify the fleet. Measures 7.3 and 7.5 are the City’s responsibility to implement and would not be the Project’s responsibility. However, the Project would implement a TDM program (DEIR **MM AQ-3**) that would encourage non-motorized transportation; encourage, promote, and incentivize the use of transit; and promote ride sharing programs. For example, **MM AQ-3** requires a transportation information center and TDM coordinator to provide information on surrounding transportation options, promote bicycling and walking by including on-site amenities, providing bicycle storage, providing shower and changing facilities, providing on-site car share amenities, promoting carpool/vanpool/rideshare, provide incentives for alternative travel modes, provide onsite meal options, and providing preferred preferential parking for electric, and low-emitting vehicles. Therefore, the Project implements feasible TDM measures to be consistent with Goal 7.
- 03-98** Refer to response to comment 03-97. The Project would implement various TDM measures and would be consistent with Goal 7 of the Sustainable Beaumont Plan. The fact that the Project’s GHG emissions were determined to exceed thresholds due to mobile sources does not make it inconsistent with the Sustainable Beaumont Plan.
- 03-99** The Riverside County Climate Action Plan consistency analysis was provided in the DEIR for informational purposes. Regardless of the type of the source, **MM GHG-1** would require that 100 percent of the Project’s energy is renewable clean energy, which is the intent of the Riverside County Climate Action Plan measure. It should be noted that the measure is under the overall category “Clean Energy” and also includes wind turbines, which would also achieve 34 points, as long as 100 percent of the Project’s power needs are provided. As noted above, the consistency analysis with the Riverside County Climate Action Plan Screening Table is provided for informational purpose to demonstrate that Phase 1 is implementing all feasible measure to minimize GHG emissions. The DEIR’s impact determination is based on consistency

with the Sustainable Beaumont Plan and the CARB Scoping Plan, as applicable, and is not based on consistency with the Riverside County Climate Action Plan.

- O3-100** The comment notes that RTP/SCS Goal 5 is to reduce GHG emissions and improve air quality. The proposed Project includes numerous mitigation measures and design features that would reduce emissions; refer to DEIR pages 4.2-22 through 4.2-24, pages 4.2-38 through 4.2-41, pages 4.7-29 through 4.7-31, and pages 4.7-39 through 4.7-40. These include implementation of a TDM program to reduce vehicle trips, charging stations and infrastructure to support future electric vehicle demand to reduce mobile emissions, prohibiting idling when engines are not in use, including signage to report violations, incentives for using cleaner operating trucks, facilitate compliance with SCAQMD Rule 2035, requiring renewable energy, achieving CalGreen Tier 2 energy efficiency standards, diverting solid waste, and using electric landscape equipment. The Project's exceedance of thresholds are primarily due to the size of the Project and not the lack of reduction measures. The implementation of the various mitigation measures noted above and design features would ensure emissions are reduced consistent with RTP/SCS Goal 5.
- O3-101** The CARB Refrigerant Management Program is a state requirement and is codified in Title 17 of the California Code of Regulations (Section 9 5380). Therefore, the Project would be required to use refrigerants that comply with State law. Additionally, the SCAQMD issued the related Rule 1415 in 1991 covering stationary air conditioning systems, and subsequently adopted Rule 1415.1 in 2010 covering stationary refrigeration systems (a precursor to California's Refrigerant Management Program Rule, which took effect in 2011). Also, in 2010 Rule 1415 was extended to cover high-GWP HFC refrigerants. The RMP is designed to complement the federal and SCAQMD regulations and provide better control of emissions of both ozone depleting substances (ODS) and ODS substitute refrigerants such as HFCs and HFC blends. Therefore, this CARB Scoping Plan measure is implemented at the State and regional level and not at the project level.
- O3-102** This comment summarizes the commenter's view about the CEQA statutes and feasible mitigation. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. Responses to specific comments are provided below.
- O3-103** This comment summarizes the commenter's view about the DEIR and feasible mitigation. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. Responses to specific comments are provided below.
- O3-104** This comment summarizes the commenter's view about additional feasible mitigation. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. Responses to specific comments are provided below.

**O3-105** Refer to response to comment O3-74. The comment suggests additional measures for incorporation into the DEIR. The discussion below provides a response to each of the suggested measures. As shown below, the suggested are already addressed in the DEIR or are CARB regulations that the Project must already comply with. Therefore, additional mitigation is not required.

Suggested Measure	Response
1. "Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.	<p>As noted above, the Project includes Project design features and mitigation that would facilitate the use of ZE and NZE vehicles consistent with CARB and SCAQMD programs (e.g., Advanced Clean Truck Regulation, Sustainable Freight Action Plan, SCAQMD Rule 2305, etc.).</p> <p><b>MM AQ-6</b> requires Project compliance with SCAQMD Rule 2305 to facilitate the use of ZE and NZE trucks. Additionally, <b>MM AQ-6</b> requires the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions and includes a goal of achieving ZE trucks beginning in 2030. It should be noted that the DEIR conservatively does not take credit for implementation of <b>MM AQ-6</b>.</p> <p>Additionally, PDF AQ-2 requires all Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) to be powered by electricity (i.e., zero emission).</p>
2. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.	Refer to the response above.
3. Include contractual language in tenant lease agreements requiring all trucks, and cars entering the Project site be zero-emission.	Refer to the response above.
4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2018 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.	Refer to response to comment O3-73 regarding 2018 model year trucks. Additionally, PDF AQ-13 requires the Phase 1 facility operator to provide tenants with information about the Carl Moyer Air Program and the On-Road Heavy-Duty Vehicles Voucher Incentive Program, which provides funding to purchase newer vehicles.
5. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program	Operators and manufacturers are required to comply with these regulations. CARB's Tractor-Trailer Greenhouse Gas Regulation reduces greenhouse gas emissions by improving the aerodynamic performance and reducing the rolling resistance of tractor-trailers. CARB's

Suggested Measure	Response
(PSIP), and the Statewide Truck and Bus Regulation.	Advanced Clean Trucks regulation is a manufacturer's ZEV sales requirement and a one-time reporting requirement for large entities and fleets. The Periodic Smoke Inspection Program (PSIP) is CARB's heavy-duty vehicle inspection program for in-use trucks and buses that includes roadside testing by CARB. The Statewide Truck and Bus Regulation requires fleets to upgrade to 2010 or newer model year engines by January 1, 2023. The suggested additional mitigation measures are already State regulation (i.e., mandatory). As such these measures are essentially part of the Project; and therefore, are not mitigation under CEQA.
6. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the CEQA document. If higher daily truck volumes are anticipated to visit the site, the City as the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level."	The DEIR forecast the number of Project generated vehicle trips using Institute of Transportation Engineers (ITE) 11 <sup>th</sup> Edition Trip Generation Manual trip generation rates, with the breakdown by vehicle type (passenger car, 2-axle trucks, 3-axle trucks, and 4+axle trucks) consistent with SCAQMD recommendations. Accordingly, the Project's average daily truck traffic has been modelled appropriately. However, setting a daily limit on truck trips would be infeasible due to expected day-to-day variations. The EIR is based on a set of realistic, but conservative, set of assumptions regarding the magnitude of potential activities resulting from the proposed Project, including truck trip estimates. Therefore, the City does not anticipate truck trips to exceed those, and future re-evaluation is not necessary.

**03-106** This comment provides concluding remarks and does not raise a specific issue with the adequacy of the DEIR or raise any other specific CEQA issue. Therefore, no further response is necessary. Refer above for detailed responses.

**03-107** A 1994 Phase I ESA conducted for the site is referenced in this VERTEX Phase I for the proposed Project. Based on the findings of a 1994 Phase I ESA, a Phase II subsurface investigation was also conducted which did not find methane in subsurface soil gas. The Phase II ESA findings included the following:

1. No gasoline range hydrocarbons or volatile organic compounds (VOCs) were detected in any of the samples that were analyzed. Only one of the six samples analyzed had detectable levels of diesel range hydrocarbons with a value of 130 mg/kg. The concentration of the various metals detected in the samples are consistent with typical background levels and do not exceed any State or Federal action level.
2. VOCs were not detected in the soil sample that was collected from the "processing area."

3. Pesticides were not detected in any of the 18 soil samples that were collected from the retention pond/manure spreading areas.
4. Pesticides and herbicides were not detected in any of the 17 soil samples that were collected from the pesticide/chemical storage and chicken coop areas.

The Phase I ESA found that the current 2019 Regional Water Quality Control Board (RWQCB) Residential Environmental Screening Level (ESL) for petroleum hydrocarbons as diesel is 260 mg/kg and 1,200 mg/kg for Commercial/ Industrial use. Based on this information, the detection of diesel at 130 mg/kg represents a de minimis condition and not a REC.

Also, based on review of readily available historical information, the site is located in a rural and residential area. No HRECs were identified with respect to the historical surrounding property uses.

Several facilities were identified within the American Society for Testing and Materials (ASTM) search distances of the site. Based on distance, apparent gradient relationship, regulatory status, and/or other facility-specific characteristics, no RECs to the site were identified with respect to these facilities. Based on the reported contamination and the conditions indicated in the no further action letter, the former USTs represent a CREC in connection with the site. However, **MM HAZ-1** is included in the DEIR which requires the preparation of a Soils Management Plan for the Project.

- 03-108** The DEIR and VMT analysis disclose the Projects VMT impacts, and feasible mitigation measures have been identified.

As shown on page 6 of the VMT memo (Dated February 1, 2022), the Project would provide transportation demand management (TDM)/VMT Mitigation Measures as noted below:

- 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 onsite 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.
- O3-109** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- O3-110** Comment noted. The suggested updates to the VMT analysis and/or DEIR document would not change the findings or conclusions of the transportation/VMT impact as significant and unavoidable.
- O3-111** As reported in the VMT analysis memo, there is no existing transit within ½-mile of the Project. As such, the Project would not have an impact on existing transit ridership.
- O3-112** The thresholds used are consistent with the City's TIA guidelines. SB 743 provides discretion to lead agencies to set their VMT impact thresholds.
- O3-113** The thresholds used are consistent with the City's TIA guidelines. SB 743 provides discretion to lead agencies to set their VMT impact thresholds.
- O3-114** The suggested updates to the VMT analysis and/or DEIR document would not change the findings or conclusions of the transportation/VMT impact as significant and unavoidable.
- O3-115** Per CEQA Guidelines, Level of Service is not considered as a CEQA impact. Therefore, the analysis was done for General Plan consistency, and the Projects fair share toward these improvements will be conditions of approval and not mitigation measures.
- O3-116** Per CEQA Guidelines, Level of Service is not considered as a CEQA impact. Therefore, the analysis was done for General Plan consistency, and the Projects fair share toward these improvements will be conditions of approval and not mitigation measures.
- O3-117** Per CEQA Guidelines, Level of Service is not considered as a CEQA impact. Therefore, the analysis was done for General Plan consistency, and the Projects fair share toward these improvements will be conditions of approval and not mitigation measures.
- O3-118** The DEIR and VMT analysis discloses the proposed Projects VMT impacts, and feasible mitigation have been identified. As shown on page 6 of the VMT memo (Dated February 1, 2022), the Project would provide transportation demand management (TDM)/VMT Mitigation Measures as noted below:
- 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 onsite 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.
- O3-119** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- O3-120** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- O3-121** DEIR **Sections 4.10** and **4.12** include detailed analysis related the Projects compliance with the City's General Plan and housing. The commentor makes a blanket statement but does not raise any specific issues related to the actual analysis in the DEIR.
- O3-122** Chapter 17.20 of the Beaumont Municipal Code establishes a No Net Loss Program, whereby concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City.
- O3-123** See response to comment O3-122 above.
- O3-124** **Section 4.12, Population and Housing**, of the DEIR includes a detailed analysis on the Project impacts to housing and City's housing needs. In addition, the City has adopted a No Net Loss Program to replace housing units lost as a result of down zoning. See response to comment O3-122 above.
- O3-125** The WSA states the Project has been annexed into the City and into the water service area of BCVWD. The WSA does not make findings of sufficient water supply based on when recycled water will become available. The WSA makes findings of sufficient water supply for the proposed project based on the ample overlying water rights assigned to the Project parcels by

the Beaumont Basin Judgment that exceed the anticipated water demand (both potable and non-potable demand combined) of the proposed project. The WSA also finds that a future water demand for the Project site that exceeds the projected water demand of the proposed project was accounted for in BCVWD's 2020 UWMP 20-year water demand projections for which the district expects to have sufficient water supply. The future locations of utility extensions to be constructed by the applicant including recycled water lines are not a required element of the WSA (Senate Bill 610) and are therefore not included. The WSA assumes the permanent open space area will not be irrigated based on discussion between Webb and the fire marshal (there is a citation to this effect in the WSA).

- 03-126** Refer to **Section 3.0, Errata**, of this FEIR concerning the updates to the Project's biological resources mitigation measures.
- 03-127** Refer to **Section 3.0, Errata**, of this FEIR concerning the updates to the Project's biological resources mitigation measures.
- 03-128** Refer to **Section 3.0, Errata**, of this FEIR concerning the updates to the Project's biological resources mitigation measures.
- 03-129** Refer to **Section 3.0, Errata**, of this FEIR concerning the updates to the Project's biological resources mitigation measures.
- 03-130** The calculation of MSHCP fees is currently being developed with the appropriate resource agencies. There is no requirement to include the exact fees in the DEIR, as these are developed in conjunction with the appropriate agencies. The Project is required to pay all fees proportionate to their impact, as stated in the DEIR.

Southern California legless lizard is a California Species of Special concern that has moderate potential to occur within the Project due to the presence of suitable habitat and is not covered under the MSHCP. A majority of the moderately suitable habitat for southern California legless lizard within the Project site occurs within the drainage south of the grading footprint, which would be avoided during construction of the Project. However, the Project would result in removal of some suitable habitat within the smaller drainages in the northeast portion of the site, which would be adverse. Payment of MSHCP Local Development Mitigation Fees provides habitat-based mitigation within the plan area for all wildlife and plant species, including MSHCP-covered species and Species of Special Concern, impacted due to the loss of suitable habitat from covered projects. As such, loss of habitat for Species of Special Concern would be offset through this habitat-based mitigation under the MSHCP such that the loss of habitat resulting from the Project would not constitute significant impacts. These species are considered adequately covered under the MSHCP; habitat-based impacts on non-listed special-status wildlife species would be less than significant, conditional upon satisfaction of previous mitigation requirements.

- 03-131** As stated in page 4.13-10 of **Section 4.13, Public Services**, the Riverside County Fire Department (RCFD) reviewed the Project's design to ensure conformance to RCFD requirements and would thereby reduce demands on fire protection services. Additionally,

payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget.

Implementation of the Project would be required to be consistent with the City's General Plan for e-commerce, commercial, and open space uses as well as permitted floor area ratios (FAR). Lastly, Project development would be subject to compliance with RCFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards.

**O3-132** Comment noted.

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**Comment Letter O4 – Cherry Valley Acres and Neighbors**  
**Pat Doherty, Treasurer**

Christina Taylor

From: composerx <composerx@verizon.net>  
Sent: Monday, May 30, 2022 8:47 AM  
To: Christina Taylor  
Subject: summit station

My name is Pat - the treasurer of cherry valley acres and neighbors . Im writing for the over 500 resident addresses that are members of our organization. Im sure you will hear from many of them seperately but Im speaking for all of them as we all are on the side of absolutely opposing any additional warehouse destruction in our community which has completely changed our area in every aspect by the disgusting gateway warehouse . Just because a warehouse was put at our doorstep certainly does not mean that its now just fine to put in more The previous beaumont city council objected to the gateway warehouse and wrote out their opposition along with the water district , the aqmd , and the hiway patrol also did not want the gateway warehouse built . There were thousands of petition signatures turned in , over 700 letters from residents , and the largest opposition attendance from the public ever at the supervisor board meeting .. With all these agencies and the 98% of residents from cherry valley , beaumont , and calimesa objecting to the county who were going to break their own county plan rules regarding zone changes . Building this monster also helped destroy property values but most of us thought elected officials would certainly listen to the people they represent . In the end ALL of us were told our desires for where we live mean absolutely nothing . Supervisor jeffries stated earlier that " This is not the place for a warehouse . " He was absolutely correct yet in the end , he oddly ( not really ) changed his mind and these five overturned everyone they are supposed to be representing .. This has completely damaged anybody's feeling that elected officials are here to do good for the people they represent .. obvioulsy they could care less . The highly stupid reason they give for building the monstrosity was " it will create jobs. " If anyone has any clue about warehouses , they should know and im sure they did , warehouses are becoming more and more automated where there are NO jobs . They expect us to believe nonsense Now we come to the same situation where the same people are again distraught about another warehouse being put in the middle of 4 senior communities where it certainly does not belong . Add to that the huge addition of truck traffic and worst of all the addition of huge amounts of truck pollution that is without question making residents breathe pollution every hour of every day . The beaumont council absolutely knows the solera residents have contributed greatly to the beaumont balance sheet . It would be a major blow to everyone in solera who have done their part to help the coffers of the beaumont budget . We are expecting with great hope that the beaumont city council is NOT equal to the banning council or the self serving board of supervisors . Its no secret that the land owner gave \$\$ to the supervisors which everyone knows are basically just unethical bribes making respect and integrity missing from the county and the banning council for who they serve . Warehouses do

O4-1

O4-2

O4-3

not belong anywhere near housing communities . They belong So. of the freeway . The banning city council will find they will be voted out of service due to their lack of compassion for their residents .. We sincerely have hope that the beaumont city council will do the proper course . They know exactly what the residents are hoping for . Do NOT let us down and rid the negativity that everyone is now feeling about elected officials .

pat doherthy – treasure CVAN

***Responses to Comment Letter O4 – Cherry Valley Acres and Neighbors***  
***Pat Doherty, Treasurer***

- O4-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers
- O4-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers. In addition, the DEIR fully analyzed and disclosed the proposed Project’s impacts related to air quality and transportation. Refer to **Section 4.2, Air Quality** and **Section 4.15, Transportation** of the DEIR for more information.
- O4-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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**Comment Letter O5 – Solera Oak Valley Greens Association, Board of Directors**  
**Christine Rodgers, Vice President of Large Scale Community**  
**Management**

**Christina Taylor**

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**From:** Christine Rodgers <crodgers@keystonepacific.com>  
**Sent:** Wednesday, May 18, 2022 11:41 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station  
**Attachments:** 20220518113402484.pdf

Hello Ms. Taylor,  
Attached please find a resolution in opposition to the Beaumont Summit Station Warehouse, duly adopted on May 9, 2022 by the Solera Oak Valley Greens Board of Directors. The Board requests that the resolution be presented to the Beaumont City Council. Thank you.

O5-1

Kind regards,

Christine Rodgers, AMS® | Vice President, Large Scale Community Management  
Keystone

direct: 949.430.5803 | main: 949.833.2600  
16775 Von Karman Ave, Suite 100 | Irvine, CA 92606  
kppm.com | facebook | linkedin | crodgers@keystonepacific.com

We'd love your feedback! Let us know how we're doing.

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## Resolution of the Board of Directors

### Solera Oak Valley Greens Association

WHEREAS, The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera would cause serious problems for the seniors in our community.

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike

Third, many of us in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

NOW THEREFORE BE IT RESOLVED that the Solera Oak Valley Greens Association—on behalf of our 2,500 city residents—urges the Beaumont City Council to vote NO on the Summit Station warehouse proposal.

Adopted on the 9<sup>th</sup> day of May, 2022

  
Beverly Crowe, Secretary

OS-2

***Responses to Comment Letter O5 – Solera Oak Valley Greens Association, Board of Directors  
Christine Rodgers, Vice President of Large Scale  
Community Management***

- O5-1**      The Solera Oak Valley Greens Association: Board of Directors Resolution in opposition to the proposed Project has been noted and will be taken into consideration by decision-makers.
- O5-2**      See response to comment O5-1 above.

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**Comment Letter O6 – Center for Biological Diversity, Urban Wildlands Program**  
**Hallie Kutak, Senior Conservation Advocate**

**Christina Taylor**

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**From:** Hallie Kutak <[hkutak@biologicaldiversity.org](mailto:hkutak@biologicaldiversity.org)>  
**Sent:** Thursday, May 12, 2022 4:40 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station

Hi Christina,

Could you put me on the list to receive updates about this project? Thanks.

Best,  
Hallie

Hallie Kutak  
Staff Attorney | Senior Conservation Advocate  
Urban Wildlands Program  
CENTER for BIOLOGICAL DIVERSITY  
Ph: 510-844-7117  
[hkutak@biologicaldiversity.org](mailto:hkutak@biologicaldiversity.org)





CENTER for BIOLOGICAL DIVERSITY

*Because life is good.*

June 6, 2022

*Sent via email*

Christina Taylor  
Community Development Director  
City of Beaumont  
550 East 6th Street  
Beaumont, CA 92223

**Re: Comments on the Draft Environmental Impact Report for Beaumont Summit Station,  
SCH # 2021090378**

Dear Ms. Taylor:

These comments are submitted on behalf of the Center for Biological Diversity (the Center) regarding the Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station (Project). The Center previously commented on the Notice of Preparation for the DEIR. The Center has reviewed the DEIR closely and is concerned that the DEIR fails to adequately address the Project's impacts on air quality, greenhouse gas emissions, sensitive receptors, biological resources, noise, and aesthetics. Should the Project go forward, the Center urges the City to commit to clear, enforceable mitigation for these impacts. However, under the Housing Crisis Act, the City cannot proceed with this Project because the City cannot rezone this site from residential to commercial/industrial.

O6-1

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in Riverside County.

As detailed below, the Center is concerned about the proposed Project's impacts on air quality, greenhouse gas emissions, biological impacts, noise, and aesthetics. To address these concerns and comply with the California Environmental Quality Act (CEQA) and the Housing Crisis Act, the City must first provide additional information showing how the City may lawfully develop this parcel with industrial uses. Should the Project proceed, the City should incorporate enforceable, evidence-backed mitigation measures into the DEIR.

O6-2

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[BiologicalDiversity.org](http://BiologicalDiversity.org)

**I. THIS PROJECT ADDS ADDITIONAL WAREHOUSE DEVELOPMENT  
TO A REGION ALREADY SUFFERING FROM HIGH POLLUTION.**

The Project would re-zone and re-designate approximately 140 acres from residential to commercial/industrial to construct a 2.5 million square foot e-commerce warehouse with an attached 150,000 square feet of mixed commercial uses. (DEIR at 3-4.) The DEIR projects that the Project would generate approximately 659 daily truck trips and 11,518 daily vehicle trips, immediately adjacent to existing residential development. (DEIR at 4.7-27.)

The Project is in northern Beaumont in Riverside County. The surrounding area is a mix of residential, schools, and small businesses. Homes border the eastern and southern boundaries of the Project site, with the closest homes located immediately adjacent to and across the street from the Project. (DEIR at 4.2-41.) Small, independent businesses, including a children's art studio, also abut the Project's eastern boundary. (See Exhibit 1.) Interstate 10 runs along the western edge of the project site. (DEIR at 3-22.) An elementary, middle, and high school are all off Brookside Avenue, east of the Project site. (See Exhibit 1.)

O6-3

**A. Warehouse Projects Have Documented Air Quality Impacts That the  
DEIR Must Address.**

Air quality is a significant environmental and public health concern in California. Unhealthy, polluted air contributes to and exacerbates many diseases and increases mortality rates. The U.S. government has estimated that between 10-12 percent of total health costs can be attributed to air pollution. (VCAPCD 2003.) Greenhouse gases, such as the air pollutant carbon dioxide, which is released by fossil fuel combustion, contribute directly to human-induced climate change (EPA 2016a), and in a positive feedback loop, poor air quality that contributes to climate change will in turn worsen the impacts of climate change and attendant air pollution. (BAAQMD 2016.)

Air pollution and its impacts are felt most heavily by young children, the elderly, pregnant women and people with existing heart and lung disease. People living in poverty are also more susceptible to air pollution as they are less able to relocate to less polluted areas, and their homes and places of work are more likely to be located near sources of pollution, such as freeways or ports, as these areas are more affordable. (ALA 2022.) Some of the nation's most polluted counties are in Southern California, and Riverside County continually tops the list. (ALA 2022.) According to the American Lung Association's 2022 "State of the Air" report, Riverside County is the second-worst ranked county in the nation for ozone pollution, and the eleventh-worst ranked county for year-round particulate matter (PM2.5) pollution, with a "Fail" grade and an average number of 252 days per year with ozone levels in the unhealthy range. (*Id.*) Even more disturbing, the same report found that Riverside County is one of only fourteen counties in the country that received a "Fail" grade in all air quality metrics. (*Id.*)

O6-4

Although there are many different types of air pollution, Ozone, PM2.5, and Toxic Air Contaminants (TACs) are of greatest concern in Riverside County. These three air pollutants have been linked to an increased incidence and risk of cancer, birth defects, low birth weights

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and premature death, in addition to a variety of cardiac and lung diseases such as asthma, COPD, stroke and heart attack. (Laurent 2016; ALA 2020.) Ozone (commonly referred to as smog) is created by the atmospheric mixing of chemicals released from fossil fuel combustion – such as reactive organic gases (ROG) and nitrogen oxides (NOx) – and sunlight. Although it is invisible, ozone poses one of the greatest health risks, prompting the EPA to strengthen its National Ambient Air Quality Standard for Ozone in 2015. (ALA 2022.) PM<sub>2.5</sub> is a common component of vehicle exhaust emissions and contributes to visible air pollution. These tiny particles are dangerous because they are small enough to escape our body's natural defenses and enter the blood stream. Fugitive dust is a term used for fine particulate matter that results from disturbance by human activity such as construction and road-building operations. (VCAPCD 2003.) TACs are released from vehicle fuels, especially diesel, which accounts for 70% of the cancer risk from TACs. (CARB 2022.) This is especially relevant for Southern California with its abundance of diesel shipping traffic. (Bailey; Betancourt 2012.)

Warehouse projects in particular are well-documented sources of air quality degradation that can create serious, negative health outcomes for surrounding communities. (Betancourt 2012 at 4-5.) Particulate emissions from diesel vehicles that carry freight to and from warehouses contribute to “cardiovascular problems, cancer, asthma, decreased lung function and capacity, reproductive health problems, and premature death.” (*Id.* at 5.) With the rapid increase in global trade, the Ports of LA and Long Beach have become a primary entryway for goods, processing over 40 percent of all imports into the United States, and accounting for 20 percent of diesel particulate pollutants in southern California—more than from any other source. (Minkler, et al. 2012.) These goods are often ‘transloaded’ before leaving Southern California, meaning that they spend some time in warehouse storage facilities before they reach their final destination. (Betancourt 2012 at 2.) This has resulted in a massive expansion of warehouse development in Southern California.

Nowhere has this growth been more drastic than in the Inland Valleys of Riverside and San Bernardino Counties in California. (Betancourt 2012.) The approximately 840 million square feet of new warehouse facilities—and the roads and railyards that serve them – has permanently altered the landscape of the Inland Valley area, creating a logistics hub so massive that it is now visible from space. (Pitzer 2022.)

This Project is one in a long line in which local decisionmakers approve warehouse development close to homes, despite health warnings from state air quality officials about the elevated asthma and cancer risks caused by warehouse distribution centers, primarily due to diesel truck pollution. (Esquivel 2019.) Back in 2005, the California Air Resources Board recommended that decisionmakers keep warehouses at least 1,000 feet away from homes, based on estimates that pollution concentrations drop by 80% at that distance. (CARB 2005.) Yet, almost twenty years later and despite the overwhelming evidence of impacts, the City here proposes a warehouse immediately adjacent to existing residential development, exacerbating poor air quality in a region that is already in non-attainment for ozone by the EIR's own admission. (DEIR at 4.2-32.)

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O6-4

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## **II. THE DEIR FAILS TO ADEQUATELY ANALYZE THE PROJECT'S SIGNIFICANT ENVIRONMENTAL IMPACTS.**

CEQA's fundamental purpose is to ensure that a lead agency fully evaluates, discloses, and mitigates wherever feasible a project's significant environmental effects. (Pub. Resources Code, §§ 21000, et seq.) An EIR serves as an "informational document" that informs the public and decisionmakers of the significant environmental effects of a project and ways in which those effects can be minimized. (CEQA Guidelines, § 15121, subd. (a).) Accordingly, CEQA requires an EIR to include "enough detail 'to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.'" (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 516.) Here, the DEIR fails to properly disclose and analyze significant air quality, greenhouse gas (GHG), biological, noise, and aesthetic impacts.

O6-5

### **A. The DEIR Underestimates the Project's Already Significant Air Quality and GHG Impacts.**

The DEIR's analysis of the proposed Project's air quality and GHG emissions is inadequate to the public and decision-makers. (See DEIR Sec. 4.2 and 4.7.) The DEIR finds that the Project – even with the proposed mitigation – will result in a significant and unavoidable increase in criteria pollutants such as ROG and NOx. (DEIR at 4.2-35.) It also finds that GHG emissions would measure 25,107 MTCO<sub>2</sub>e, far exceeding the DEIR's threshold of significance of 3,000 MTCO<sub>2</sub>e. (DEIR at 4.7-38.)

O6-6

The DEIR here grossly underestimates the vehicle trips associated with the Project. Its approach violates CEQA's requirement that an EIR fully analyze and attempt to mitigate all significant direct and indirect impacts of a project. (CEQA Guidelines, § 15126.2; Pub. Resources Code, § 21002.)

O6-7

The DEIR estimates that the Project will generate approximately 659 daily truck trips, which it calculated using the Institute of Transportation Engineers (ITE) Common Trip Generation Rates. The ITE estimates trip generations based on the type of facility and square footage of the facility. (ITE 2017<sup>1</sup>; DEIR at 4.7-27.) The DEIR relies on two facility types: Land Use 154: High-Cube Short-Term Storage and ITE Land Use 150: Warehousing, which have generation rates of .1 and .19 trips per unit respectively (DEIR at 4.2-19, Appendix A at 22.) Other types of warehouse projects identified by ITE, such as High-Cube Fulfillment Center Warehouses and High-Cube Parcel Hub Warehouses, have significantly higher vehicle trip estimates, 1.37 and .64 trips per unit, respectively.

O6-8

The DEIR provides no information or evidence justifying its selection of high-cube short-term storage and warehousing when other types of high cube warehouse centers result in truck trip estimates orders of magnitude higher. The DEIR describes the Project generally as an "e-

<sup>1</sup> The Center referred to the most recently publicly available edition of the ITE Report (10 Ed.) The DEIR does not specify which edition it relied upon. Please include that information in the Final Environmental Impact Report.

commerce building space,” with the Project objective to build a “state-of-the-art logistics/e-commerce center.” (DEIR at 3-4, 3-73.) The DEIR lacks additional detail about the type of warehouse facility it anticipates constructing. It does not disclose the number of loading docks, trailer stalls, or parking spots associated with the Project – all of which inform the intensity of use. Nor does the DEIR place limits on the type of e-commerce facility that could operate on the site. Absent additional information, it appears that any tenant could operate a high-cube center or parcel hub warehouse on the site, which would generate significantly more truck trips than the DEIR disclosed, analyzed, or mitigated.

O6-9

The City must support its choice to rely upon these lower estimates, or select an estimate that more conservatively and accurately accounts for the Project’s potential to generate truck trips.<sup>2</sup> Should the City ultimately rely on these lower estimates, the City must condition any project approval on a lease provision that guarantees a Project tenant could not operate a high-cube fulfillment center or parcel hub warehouse on the site, absent additional environmental review and mitigation.

O6-10

The DEIR then compounds its error by underestimating the diesel pollution that would be generated by each truck trip. The EIR engages in this misleading minimization of impacts by assuming that, on average, trucks will travel 33.2 miles one way, based on CARB’s estimate of the average truck trip length from the Ports of LA and Long Beach to warehouse facilities in the region. (DEIR at 4.7-27; CARB 2007.) If the City’s estimate is grounded in the assumption that many trucks will travel to and from the Port, then the only evidence-backed metric for trip length is the Project’s distance from the Port – approximately 88 miles one way. Reliance on a basin-wide average masks up to two-thirds of the diesel pollution that the Project could generate.

O6-11

Finally, the DEIR concludes that construction-related air quality impacts would be less than significant with mitigation but appears to omit analysis of emissions from hauling construction materials to the Project site, along with the associated truck trips. (DEIR at 4.2-28, 4.2-29; Appendix A, Appendix A thereto at 66-74.) The City erred by not analyzing these impacts.

O6-12

These same flaws that infect the DEIR’s air quality analysis cause the DEIR to underestimate the Project’s already significant and unavoidable GHG impacts.<sup>3</sup>

O6-13

#### **B. The DEIR’s Analysis of and Mitigation For the Cumulative Air Quality Impacts to Sensitive Receptors is Inadequate.**

The DEIR fails to properly analyze cumulative air quality impacts on sensitive receptors. As courts have explained, “[o]ne of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small

O6-14

<sup>2</sup> A more accurate estimation will likely affect the Project’s Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points calculation, which is based on the number of truck trips to the facility. (DEIR at 4.7-35.)

<sup>3</sup> Again, the City’s underestimation of diesel impacts will likely affect its WAIRE calculation. Once recalculated, the Project may no longer comply with the SCAQMD indirect source rule and may be required to pay additional funds.

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sources.” (*Kings Cty. Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720.) Consequently, CEQA requires analysis of cumulative impacts. (CEQA Guidelines, Appendix G, §§ 15130, 15355.)

The DEIR’s health risk assessment purports to evaluate the increased cancer risk caused by the Project. The analysis concludes that the Project’s diesel particulate matter emissions would result in approximately 63 cases of cancer for every million residents and 60.9 cancer cases for every million workers, above the significance threshold of ten cancer cases per million people. (DEIR at 4.2-54, Appendix A at 29.) The DEIR proposes a mere two measures to address this significant cancer risk – one project design feature (PDF AQ-2) and one mitigation measure (MM AQ-1) – then concludes without explanation that these alone will reduce cancer levels from 63 to 98 per one million, resulting in an insignificant impact after mitigation. (DEIR at 4.2-54.)

O6-15

These measures do not go nearly far enough toward reducing, avoiding, or minimizing the Project’s impacts on sensitive receptors. PDF AQ-2 requires all outdoor on-site cargo handling equipment to be powered by electricity. (DEIR at 4.2-21.) MM AQ-1 requires certain off-road construction to meet CARB Tier 4 Final emissions standards, in order to reduce diesel exhaust construction emissions. (DEIR at 4.2-29.) These requirements focus primarily on on-site and construction equipment. Neither addresses the long-term air quality harms from operation of the warehouse and trips by heavy diesel trucks in and out of the facility. The DEIR must provide evidence to support its conclusion that these solutions at the margins will lead to the dramatic reduction in cancer levels the DEIR purports. More importantly, the EIR must be revised to incorporate evidence-backed solutions to these harms.

O6-16

Pursuant to a recent settlement with the Attorney General’s Office, the South Coast Air Quality Management District (SCAQMD) has committed to revise its CEQA guidance for analyzing cumulative air quality impacts. (AGO 2022; SCAQMD 2022.) SCAQMD staff have proposed an approach for new guidance that would consider existing burdens associated with nearby pollution sources and quantify cumulative air quality impacts and the effects on human health. The purpose of this new approach is to consider the impacts of concentrating polluting land uses, like warehouse projects, in disadvantaged areas, thereby encouraging local governments to site future projects in areas where they will have the least impact on human health. (AGO 2022.) Accordingly, the City may soon be required to conduct additional analysis for cumulative air quality impacts. Should SCAQMD release its updated rules, the City must update its cumulative air quality analysis.

O6-17

### **C. The DEIR Does Not Adequately Analyze the Project’s Impacts on Biological Resources.**

The DEIR fails to provide adequate baseline information and description of the environmental setting for species onsite. The Project site is subject to the requirements of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). While the EIR purports to follow the requirements of the Western Riverside MSHCP, it fails to provide evidence that Narrow Endemic Plant Species Survey were properly executed as required by the MSHCP for the Marvin’s onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*). The two surveys were conducted in a single year after multiple years of drought.

O6-18

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Both species are perennial forbs, which do not consistently show above ground, particularly in drought years. The former and existing land uses have altered the landscape but may not have eliminated these unique geophytes on site. And although the habitat for Marvin's onion is not well known, it is usually found on clay soils, such as those on the Project site. (CNPS 2022.) Therefore, additional spring surveys should be done to assure that these rare plant species are avoided on site. Consequently, because of the deficiencies of the baseline data for the proposed project area, the DEIR fails to adequately describe the environmental baseline for biological conditions on the Project site. The DEIR should be revised to fully describe and disclose these baseline conditions, which must be used to evaluate the impacts of the proposed Project.

Further, since the DEIR documented the federally and state endangered least Bell's vireo during on-site surveys, the project must revegetate mesic and riparian areas in order to provide additional habitat for the vireo. Such action is critical to comply with the City's General Plan Goal 8.5 to "preserve[] and enhance[] its natural resources" through Policy 8.5.5 to "[p]rotect and enhance creeks, lakes, and adjacent wetlands by eradicating non-native vegetation and restoring native vegetation," as well as Policy 8.7.5 to "[p]reserve watercourses and washes necessary for regional flood control, ground water recharge areas, and drainage for open space and recreational purposes."

O6-19

Failure to conduct adequate surveys and adopt proper management plans prior to Project approval and construction effectively eliminates the most important function of surveys: using the information from the surveys to avoid and minimize harm caused by the project and reduce the need for mitigation. Often efforts to mitigate harm are far less effective than avoiding and preventing the harm in the first place. In addition, without understanding the scope of harm before it occurs, it is difficult to quantify an appropriate amount and type of mitigation.

O6-20

#### **D. The DEIR Fails to Adequately Consider the Project's Noise Impacts on Sensitive Receptors.**

The DEIR also fails to adequately analyze traffic and cumulative noise impacts on sensitive receptors. The DEIR considers the Project's noise impacts at four points along Brookside Avenue, one of two thoroughfares that will connect traffic from the I-10 corridor to the Project. (DEIR at 3-1, 4.11-24, Table 4.11-12.) Brookside Avenue has no traffic lights and provides access to residential development. Consequently, baseline noise is low. Nevertheless, the DEIR concludes that additional traffic generated by the Project would not significantly increase noise at the four identified locations. (DEIR at 4.11-30.)

O6-21

The DEIR fails to analyze noise impacts at crucial locations, including at the southernmost sensitive receptor. The DEIR identifies these single-family residences 160 feet south from the Project's property line, along Brookside Avenue, as a sensitive receptor. (DEIR at 4.11-3.) Yet the DEIR does not consider the impact of traffic noise to the residences along this roadway segment, specifically Brookside Avenue from North Deodar Drive to Hannon Road. Trucks visiting the Project from the West will travel past this sensitive receptor on Brookside Avenue, substantially increasing traffic noise. Moreover, because this sensitive receptor will also be close to the Project's stationary noise sources, such as truck loading activities, the DEIR

O6-22

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should consider the cumulative impact of the Project's stationary and traffic noise on that sensitive receptor.

Similarly, the Project fails to disclose all the noise impacts of Phase 2 construction and operation on adjacent sensitive receptors. Phase 2 of the Project would include the development of up to 150,000 square feet of commercial, including a hotel, general retail, and restaurant uses. (DEIR at 3-9.) The DEIR addresses the noise impacts of the retail and food uses but noticeably omits discussion of the potential noise generated by the hotel, and the attending environmental impacts on sensitive noise receptors. (DEIR at 4.11-21, 4.11-23.) The DEIR compounds this error by failing to adequately consider the hotel's ambient noise in conjunction with other phase 2 structures. Without considering these impacts, the DEIR misses potentially significant cumulative noise impacts on sensitive receptors.

O6-23

#### **E. The DEIR Fails to Analyze the Project's Aesthetic Impacts.**

The DEIR fails to adequately consider whether the Project would create a new source of substantial light, which would adversely affect nighttime views in the area. The Project site holds the remnants of the former Sunny-Cal Egg and Poultry Ranch, including cement pads, several structures, and vacant property. (DEIR at 3-3.) The 188-acre site generates little to no light. Thus, the DEIR admits, as it must, that the Project will "increase nighttime lighting in this portion of the City." (DEIR at 4.1-13.)

O6-24

The DEIR concludes that any operational aesthetic impacts would be reduced to less than significant with implementation of Project Design Guidelines and adherence to Beaumont Municipal Code Chapter 8.50. (DEIR at 4.1-13.) To support its conclusion, the Project asserts – without any evidence – that these guidelines and codes would reduce lighting standards. Yet, the DEIR does not specify which specific measurements or standards will be applicable to the Project. To adequately explain the impacts of the Project's light impact on nighttime views in the area, the DEIR should explain in detail – as opposed to conclusory statements – how the implementation of Project Design Guidelines and Municipal Code Chapter 8.50 will reduce nighttime lighting that is sure to occur.

O6-25

The DEIR also concludes, without evidence, that the Project would not cumulatively impact aesthetics of the surrounding area. (DEIR at 4.1-14.) A project's incremental contribution is cumulatively considerable if it is significant when viewed in connection with the effects of other past, current, and probable future projects. (CEQA Guidelines, § 15065, subd. (a)(3).) The DEIR admits the Project objectives – namely, warehouse development—would "specifically have some bearing on the aesthetic design of the development within the Specific Plan." (DEIR at 4.1-14.) But it dismisses any concerns with a one sentence conclusion: "the Project would not adversely affect any protected public viewsheds or destroy any scenic vista, nor would it impede views of the San Jacinto Mountains or the San Bernadino Mountains." (*Id.*) This statement is not sufficient to adequately explain the cumulative aesthetic impact the Project will create in connection with the effects of other past, current, and probable projects. Thus, to adequately explain the Project's cumulative aesthetic impacts, the DEIR should elaborate on how past, current, and probable projects in the vicinity will, when considered in the aggregate, affect the existing aesthetic environment.

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### III. THE DEIR FAILS TO JUSTIFY ITS REJECTION OF THE REDUCED BUILDING INTENSITY ALTERNATIVE.

CEQA requires an EIR to identify alternatives to the proposed project. (Pub. Resources Code, § 21002.1, subd. (a).) “Evaluation of project alternatives and mitigation measures is the core of an EIR.” (*Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 937 (alterations omitted).) Discussion of alternatives allow governmental agencies to consider alternatives to proposed actions affecting the environment. (*Laurel Heights Improvement Ass’n v. Regents of Univ. of California* (1988) 47 Cal. 3d 376, 400 (en banc) (citing Pub. Resources Code § 21001, subd. (g)).) To that end, the EIR must “describe a range of reasonable alternatives . . . which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” (CEQA Guidelines, § 15126.6, subd. (a).)

O6-27

The DEIR includes an alternative – the reduced building intensity alternative – that would reduce the Project’s environmental impacts while still meeting the Project’s stated objectives. The reduced building intensity alternative is an alternative site design that would involve the development of 2,173,846 square feet of e-commerce space, reducing the development footprint of the project by 15 percent. (DEIR at 6-17.)

The DEIR concludes that vehicular traffic from the Project would be roughly the same because the intensity of use would be similar, resulting in no reduction in air quality or GHG emissions. (DEIR at 6-18, 6-19.) But then, the DEIR concludes that noise impacts would be reduced, specifically due to the reduction in traffic associated with the Project. (DEIR at 6-20.) If, as the DEIR admits, this alternative would result in a reduction in traffic, then the DEIR should consider potential reductions in air quality impacts and GHG emissions.

O6-28

The DEIR identifies the reduced intensity alternative as the environmentally superior alternative but then dismisses it because it is “not capable” of meeting the Project’s objectives. (DEIR at 6-22.) This analysis is limited to a single sentence with no explanation: “However, while the Reduced Building Intensity Alternative is the environmentally superior alternative, it is not capable of meeting all of the basic objectives of the Project.” This is insufficient. And given that the intensity of use will be the same, it is even more dubious that this alternative is incapable of meeting the Project objectives. The DEIR should explain which Project objectives the reduced building intensity alternative would not meet (if any), and why. In so doing, the City “may not give a project’s purpose an artificially narrow definition” to limit the scope of acceptable alternatives. (*N. Coast Rivers All. v. Kawamura* (2015) 243 Cal.App.4th 647, 668.) And given the current zoning of the site, the site’s characteristics, the surrounding uses, and the City’s potential violation of the Housing Crisis Act (see Sec. V., *infra*), the City should seriously consider an alternative that constructs high-density, affordable housing.

O6-29

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#### **IV. THE DEIR FAILS TO CONSIDER ADDITIONAL, FEASIBLE MITIGATION TO REDUCE THE PROJECT'S SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Even under the Project's unrealistic assumptions regarding the Project's vehicle traffic and the substantial emissions it would generate, the Project under the DEIR's own terms would have a profound negative impact on air quality in the region and for adjacent residential communities and would generate significant GHG emissions. Despite the Project's significant impacts, the DEIR does not incorporate several basic measures that would reduce the Project's impacts on adjacent residential communities.

O6-30

##### **A. The DEIR Makes Faulty Assumptions Regarding the Feasibility of Mitigation Measures.**

As discussed above, the Project admits—as it must—that the Project's GHG emissions will well exceed the threshold of significance. Authoritative climate assessments decisively recognize the dominant role of greenhouse gases in driving global climate change. As stated by the Third National Climate Assessment: "observations unequivocally show that climate is changing and that the warming of the past 50 years is primarily due to human-induced emissions of heat-trapping gases." (Mellilo 2014.) The Assessment makes clear that "reduc[ing] the risks of some of the worst impacts of climate change" will require "aggressive and sustained greenhouse gas emission reductions" over the course of this century. (*Id.*) The IPCC Sixth Assessment Report and other expert assessments have established global carbon budgets, or the total amount of carbon that can be burned while maintaining some probability of staying below a given temperature target. (IPCC 2021.)

O6-31

Although some sources of GHG emissions may seem insignificant, climate change is a problem with cumulative impacts and effects. (*Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.*, (9th Cir. 2008) 538 F.3d 1172, 1217 ["the impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis" that agencies must conduct].) One source or one small project may not appear to have a significant effect on climate change, but the combined impacts of many sources can drastically damage California's climate as a whole. Therefore, project-specific GHG emission disclosure, analysis and mitigation is vital to California meeting its climate goals and maintaining our climate.

O6-32

Although the Project will result in significant and unavoidable GHG impacts, the DEIR concludes that additional mitigation is not feasible due to the limited ability of the City of Beaumont to address emissions resulting from trucks, cars, and/or emissions generated by these trucks outside of the City's limits. (DEIR at 4.7-32, 4.7-33.) Such an assertion lacks basis in the science and in common sense. Whether CO<sub>2</sub> emissions result from vehicles or from construction is irrelevant because the effect of that emission is the same – a small but significant contribution to global climate change. The City cannot hide behind its limited regulatory authority to escape its obligation to reduce greenhouse gas emissions, wherever it can, to the extent feasible.

O6-33

The Project further concludes that, since no local offset programs are available, any other offsets are not real or verifiable and thus infeasible under *Golden Door Properties, LLC v.*

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*County of San Diego* (2020) 50 Cal.App.5th 467. (DEIR at 4.7-37) *Golden Door* did not decide that such offsets are invalid as a matter of law. To the contrary, the court indicated support for one of the County’s mitigation measures under which the County would make “direct investments in local projects to offset carbon emissions.” (*Golden Door Properties, LLC, supra*, 50 Cal.App.5th at 492.) A direct investment project was defined as an action that reduces, avoids or sequesters GHG emissions, such as weatherization and tree planting projects. (*Ibid.*) The Court considered direct investment projects are valid as long as they (1) comply with protocols approved by the California Air Resources Board, the California Air Pollution Control Officers Association or the local air pollution control district which received public review prior to adoption; and (2) yield GHG reductions that are additional to reductions that would not otherwise occur. (*Id.* at 492-493.)

O6-34

Again, the City seeks to avoid its clear obligations under CEQA. The DEIR provides no evidence to support its conclusion that available offsets are infeasible. The City must explain whether it made any effort to create offset programs within City limits, work with the Riverside County Transportation Commission to identify offsets, or demonstrate the infeasibility of the available offset programs. Of course, the City should prioritize onsite mitigation before offsets. But once the City considers and incorporates all feasible onsite mitigation measures, outlined below, if it finds that the Project still has significant and unavoidable impacts, then the City must consider offsets. The City should first consider local offsets, but if – as the DEIR claims – no local offsets are available, the City should consider regional, then statewide offsets. Nevertheless, the City should prioritize local offsets to benefit the nearby community with an emphasis on developing community climate resiliency and adaptation.

O6-35

#### **B. The DEIR Fails to Consider Proven, Feasible Mitigation Measures.**

The DEIR fails to meet the City’s obligation to adopt all feasible mitigation to reduce the Project’s air quality impacts. By proposing inadequate mitigation and then concluding that the Project’s air quality impacts are significant and unavoidable, the City has fallen short of CEQA’s requirement that lead agencies consider all feasible mitigation to reduce or avoid the Project’s significant impacts. (See Pub. Resources Code, § 21002 [It is the “policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects.”], CEQA Guidelines, §§ 15092(b), 15043, 15126.4, subd. (a)(1).) Here, the EIR overlooks, or simply ignores, numerous feasible mitigation measures.

O6-36

For example, the South Coast Air Quality Management District (“SCAQMD”) recently adopted Rule 2305 - Warehouse Indirect Source Rule—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, which contains a host of mitigation measures that warehouse facilities can adopt. (SCAQMD 2021.) The rule applies to individual warehouses and distribution facility projects like the Project and is intended to reduce air quality emissions from mobile sources associated with the projects. (*Ibid.*) The mitigation measures include, but are not limited to:

O6-37

- Requiring that a certain percentage of trucks in warehouse operators’ fleet(s) be Zero Emissions or Near Zero Emissions.

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- Installing high-efficiency air filters or filtering systems in residences, schools, daycares, hospitals, or community centers.

The California Office of the Attorney General also has published a document entitled “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act” to help lead agencies comply with these requirements. (AGO 2021.) Nearly all of the example mitigation measures in this document have been adopted in a warehouse project in California, demonstrating their feasibility. (*Ibid.*) At minimum, the City should consider the following mitigation measures:

- Requiring all off-road construction equipment—not just cargo equipment—to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable 7 bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than one hundred for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than two minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.

O6-38

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- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all eight dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Constructing electric truck charging stations proportional to the number of dock doors at the project.
- Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Plant trees and vegetation near structures to shade buildings and reduce energy requirements for heating/cooling.
- Preserve or replace onsite trees (that are removed due to development) as a means of providing carbon storage.
- Replace traffic lights, streetlights, and other electrical uses to energy efficient bulbs and appliances.
- Retrofit municipal water and wastewater systems with energy efficient motors, pumps, and other equipment, and recover wastewater treatment methane for energy production.

O6-38

Additionally, the California Air Resources Board ("CARB") has compiled a list of "Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers." (CARB 2019). These include:

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### Recommended Construction Measures

- In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In lieu of Tier 4 engines, equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine.
- In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers, etc.) used during project construction be battery powered.
- In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during either the grading or building construction phases be model year 2014 or later. Starting in the year 2022, all heavy-duty haul trucks should also meet CARB's lowest optional low-NOx standard.

### Recommended Operation Measures

- Include contractual language in tenant lease agreements that require tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating onsite.
- Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units (APU). This will eliminate the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate from within the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.
- Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.
- Since no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts mitigated.<sup>4</sup>
- And while the Project has committed to covering one-quarter of its rooftop with solar to cover the Project's needs, the Project should also consider additional rooftop solar panels, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

06-39

In addition, to avoid and minimize impacts to documented on-site Species of Special Concern, and to comply with General Plan Policies 8.5.2 and 8.5.3, the DEIR should:

<sup>4</sup> The Center is heartened to see that the DEIR commits to no cold storage at the facility. (DEIR at 4.7-29.) The City should also impose, as a condition of approval, that no cold storage can happen on site, less additional environmental review is required.

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- Adopt night lighting that is shielded from the sky and Planning Area 3 – Open Space throughout the year (not just during breeding season).
- Use native drought tolerant plantings in all developed areas.
- Minimize impervious surfaces to allow for ground water recharge.

Because the DEIR improperly fails to consider these and other feasible mitigation measures, the City cannot make the requisite CEQA findings prior to approving the Project. The DEIR should be revised to include these and other measures to reduce, avoid, or minimize the Project's admittedly significant impacts to air quality and be recirculated for public review and comment. As a reminder, should the City decide that one of the suggested mitigation measures is not feasible, it must explain in the record why it concluded that specific mitigation measure was not feasible, supported by substantial evidence. (*Los Angeles Unified Sch. Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1029.)

O6-40

## **V. APPROVAL OF THIS PROJECT WOULD VIOLATE THE HOUSING CRISIS ACT.**

The City of Beaumont, like many cities in Southern California, is suffering from an affordable housing crisis. Cities like Beaumont already struggle to identify suitable infill parcels for housing development. When cities do not prioritize quality, infill affordable housing, developers turn to sprawl development, which results in multi-hour commutes, damaged ecosystems, and dirty air.

Beaumont has built less than one-third of the affordable units its very low-, low-, and moderate-income households sorely need. (Beaumont 2022.) Because the City has failed to meet its affordable housing targets, the California Department of Housing and Community Development has identified Beaumont as an "affected city," which subjects it to the requirements of the Housing Crisis Act. (HCD 2019.)

The Housing Crisis Act prohibits an affected city such as Beaumont from enacting a development policy or standard – including an amendment to a general or specific plan – that reduces the site's residential development capacity. (Gov. Code, § 66300, subd. (b)(1)(A).) The General Plan presently designates the Project site as "Single Family Residential," and the Sunny-Cal Specific Plan allows for the development of approximately 560 residential units on the Project site. (ES 1-6, DEIR 3-2.)

O6-41

The Project would amend the City's General Plan to change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. (DEIR at 3-17.) It would similarly replace the existing Sunny-Cal Specific Plan designation for the property to allow for the development of approximately 2,707,465 square feet of mixed commercial, e-commerce, hotel, and office uses. (DEIR at 3-9.) These amendments eliminate the site's residential capacity entirely, which is prohibited by the Housing Crisis Act. (Gov. Code, § 66300, subd. (b)(1)(A).)

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The City is in desperate need of new affordable housing close to existing public services. The Project site is surrounded by residential neighborhoods, parks, an elementary, middle, and high school, and local businesses that serve the community. (See Exhibit 1.) The City should prioritize the well-being of its residents and explore options for equitable affordable housing on this site.

## VI. CONCLUSION

Thank you for the opportunity to submit comments on the Draft Environmental Impact Report for the Beaumont Summit Station Project.

Given the possibility that the Center will be required to pursue legal remedies to ensure that the County complies with its legal obligations including those arising under CEQA, we would like to remind the County of its statutory duty to maintain and preserve all documents and communications that may constitute part of the “administrative record” of this proceeding. (§ 21167.6(e); *Golden Door Properties, LLC v. Superior Court* (2020) 53 Cal.App.5th 733, 762-65.) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the County with respect to the Project, and includes “pretty much everything that ever came near a proposed [project] or [] the agency’s compliance with CEQA . . . .” (*County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the County’s representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the County’s representatives or employees and the Applicant’s representatives or employees. Maintenance and preservation of the administrative record requires that, *inter alia*, the County (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

O6-42

The Center appreciates the opportunity to raise these concerns with the City. Please add the Center to your notice list for all future updates. If you have any questions about the Center’s concerns, please contact Hallie Kutak at the phone number or email listed below.

Sincerely,



Hallie Kutak

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***Responses to Comment Letter O6 – Center for Biological Diversity, Urban Wildlands Program  
Hallie Kutak, Senior Conservation Advocate***

- O6-1** This comment is introductory and states that the DEIR fails to adequately address the Project's impacts on air quality, greenhouse gas emissions, sensitive receptors, biological resources, noise, and aesthetics. Refer to the following responses.
- O6-2** Refer to response to comment O6-1 above.
- O6-3** This comment brief summarizes the commentor's understanding of the proposed Project and Project location.
- O6-4** This comment summarizes general air quality impacts and how they affect health. The comment states that ozone, PM<sub>2.5</sub>, and toxic air contaminants (TACs) are the greatest concern for Riverside County and relates these pollutants to health conditions. The comment states that the warehouses are a well-documented source of air quality degradation and can cause health impacts for surrounding communities. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- O6-5** This comment is introductory to briefly describe the purpose of CEQA and how the DEIR fails to properly disclose and analyze significant air quality, GHG, biological, noise, and aesthetic impacts.
- O6-6** This comment states that the DEIR analysis is inadequate, but it does not identify any deficiencies in the analysis. In fact, the comment agrees with the conclusions of the air quality and greenhouse gas analysis, noting that the Project would result in significant and unavoidable impacts.
- O6-7** This comment states that the DEIR underestimates the vehicle trips associated with the Project and does not attempt to mitigate all significant impacts. Vehicle trip generation estimates are based on trip rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition) based on Project land uses. Air quality mitigation measures are discussed on DEIR pages 4.2-38 through 4.2-41. Greenhouse Gas mitigation measures are discussed on DEIR pages 4.7-39 and 4.7-40.
- O6-8** The proposed project is consistent with the ITE description for ITE High-Cube Short-Term Storage Warehouse for Buildings 1 and 2, and ITE Warehouse for Building 3. High-Cube Fulfillment Center Warehouse and High-Cube Parcel Hub Warehouse uses are not proposed.
- O6-9** The proposed project is consistent with the ITE description for ITE High-Cube Short-Term Storage Warehouse for Buildings 1 and 2, and ITE Warehouse for Building 3. High-Cube Fulfillment Center Warehouse and High-Cube Parcel Hub Warehouse uses are not proposed.

- O6-10** The proposed project is consistent with the ITE description for ITE High-Cube Short-Term Storage Warehouse for Buildings 1 and 2, and ITE Warehouse for Building 3. High-Cube Fulfillment Center Warehouse and High-Cube Parcel Hub Warehouse uses are not proposed.
- O6-11** This comment suggests that the DEIR is underestimating diesel pollution by underestimating the distance trucks will travel and suggests that truck trip length should be 88 miles one way.
- The average truck trip length used in the DEIR was taken from a CARB study, *Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*. This CARB study estimated travel distances from distribution centers based on weighted trip average distances between ports and rail yards. For warehouses located within the South Coast Air Basin, the average distance was estimated to be 33.2 miles per trip. The commenter does not provide a source for the suggested 88-mile trip length. Furthermore, it should be noted that the DEIR determined that the Project's Localized Significance Thresholds (LSTs) would be less than significant (refer to DEIR pages 4.2-42 through 4.2-46) and health risk impacts would be less than significant (refer to DEIR pages 4.2-50 through 4.2-55), which indicates that the regional increases shown in DEIR **Tables 4.2-10** through **4.2-14** are over counting truck emissions since not all these trips are in reality new to the air basin.
- O6-12** This comment incorrectly states that emissions from trucks hauling materials to the Project site during construction were omitted and cites pages 4.2-28, 4.2-29, **Appendix A**, thereto at 66-74 as evidence. However, the commenter misunderstood the data presented in the CalEEMod output files. Hauling in CalEEMod refers to the import and export of soil. The pages referenced in the Appendix are for building construction, paving, and architectural coating phases, therefore they do not include soil transport. However, vendors in CalEEMod refers to transport of building materials to the Project, the emissions from these trips are included in the data tables. Therefore, construction emissions for Phase 1 and Phase 2 of the Project identified in **Table 4.2-8** of page 4.2-28 and **Table 4.2-9** of page 4.2-29 include emissions from both hauling soil and transporting construction materials to the site.
- O6-13** This comment states that errors in the air quality analysis methodology will also underestimate greenhouse gas emissions. However, as discussed in previous responses, criticisms of the air quality methodology and calculations are unfounded or incorrect.
- O6-14** This comment states that the DEIR does not analyze cumulative air quality impacts on receptors. However cumulative impacts from construction and operations are analyzed on DEIR pages 4.2-56 and 4.2-57.
- O6-15** This comment questions the accuracy of the Health Risk Assessment prepared for the DEIR. The comment notes that the unmitigated Project would result in 63 cases of cancer for every million residents and 60.9 cases for every worker which exceeds the significance threshold. The comment then notes that a project design feature and a mitigation measure would reduce cancer impacts to a less than significant level. The commenter questions how such a reduction is possible.



As discussed in the HRA, all unmitigated emissions are based on diesel-powered construction equipment and diesel-powered cargo handling equipment (including yard trucks, pallet jacks, and forklifts). Mitigated emissions include project design features and mitigation, these require diesel construction equipment to meet CARB Tier 4 Final off-road emission standards, be properly maintained, shut-off when not in use, connecting electric tools to a power grid instead of a diesel generator, and requires all cargo handling equipment to be electric. Based on these changes, the cancer risk for emissions modeled in AERMOD were determined to be less than significant. Modeling input values and outputs are included in the HRA appendix.

- O6-16** This comment states that the mitigation measures in the DEIR are not sufficient to reduce impacts. The comment summarizes these measures and notes that these measures focus on on-site impacts and do not address mobile emissions. As stated in the DEIR, the Project does not have the authority to regulate vehicle emissions, mitigation measures only include things that Project has the authority to control. However, as shown in the HRA, these measures will reduce cancer cases below South Coast AQMD thresholds.
- O6-17** This comment states that South Coast AQMD is considering updating their guidance for cumulative air quality impacts. If South Coast AQMD updates their guidance, future projects would be required to comply with these new guidelines.
- O6-18** The City agrees that low rainfall can be adverse for rare plants and rare plant surveys; however, based on existing site conditions, the Rocks Biological Consulting principal biologist determined that the proposed Project site is not likely to support Marvin's onion or many-stemmed dudleya based on the highly disturbed nature of the site and lack of suitable habitat. These species typically occur within the San Geronio mountains and foothills and are significantly less likely on topographically lower areas like the Project site. Further, while low rainfall can reduce plant population size, there are some plants such as perennials that germinate from a bulb (Marvin's onion) or caudex/corm (many-stemmed dudleya) that can produce above ground leaves/stems/flowers even during low rainfall years. As such we believe these species would have been observed if present.
- O6-19** The comment states that DEIR must revegetate mesic and riparian areas in order to provide additional habitat for the vireo. As stated in page 4.3-19 of DEIR **Section 4.3, Biological Resources**, the Project would implement **MM BIO-1** which contains the strategy to avoid vegetation removal during the birds breeding season. Therefore, impacts to the least Bell's vireo would be less than significant and the Project would comply with General Plan Policies 8.5.5 and 8.7.5.
- O6-20** Commented noted. As noted in **MM BIO-1** and **MM BIO-2**, pre-construction/absence/protocol surveys would be conducted by a qualified biologist. Furthermore, the qualified biologist will always be present when during construction activity to ensure that impacts to sensitive biological species are minimized.
- O6-21** This comment states that the DEIR does not adequately analyze traffic and cumulative noise impacts and disagrees with the traffic noise results along Brookside Avenue. The DEIR analyzed

traffic noise along 18 roadway segments. The cumulative noise analysis looks at three different criteria to determine noise impacts; would the Project result in a noticeable increase in noise over existing conditions (an increase of 3.0 dBA or more), would a significant portion of future traffic noise be due to the Project (an increase of 1.0 dBA or more), and would the resulting traffic noise exceed the acceptable standards for an adjacent land use.

As shown in **Table 4.11-16** and explained on pages 4.11-31 and 4.11-32, traffic noise along Brookside Ave. would not result in significant impacts. Traffic noise on Brookside Ave. between Hannon Rd. and Union St. would not exceed the normally acceptable standard and would result in a less than significant impact. Brookside traffic noise between Union St. and Nancy Ave. would exceed the normally acceptable standard, combined threshold, and incremental threshold at 100 feet, however these houses are above roadway grade and surrounded by a solid block wall which would attenuate traffic noise to less than significant levels. Brookside traffic noise between Nancy Ave. and Oak View Dr. would also exceed the normally acceptable standard, combined threshold, and incremental threshold at 100 feet. However, there is only one residence along this segment of the road, and it is 150 feet from the centerline. At this distance, traffic noise would be attenuated to less than significant levels. Brookside traffic noise between Oak View Dr. and Beaumont Ave. would not exceed the combined threshold; therefore, as noted in the DEIR impacts would be less than significant. However, the City agrees to include a discussion on noise levels concerning Brookside Avenue from Oak View Drive to Beaumont Avenue. See **Section 3.0, Errata**, of this FEIR for those changes.

- O6-22** This comment states that the DEIR did not analyze noise impacts at crucial locations, specifically at residences south of the Project's property line. Sensitive receptors identified in **Table 4.11-3** are sensitive receptors located nearest the Project boundary. These sensitive receptors were considered when analyzing construction noise however when analyzing traffic noise, the receptors studied depend on traffic patterns. The traffic study did not identify Project traffic traveling along Brookside Avenue from North Deodar Drive to Hannon Road, therefore traffic noise was not analyzed at this roadway segment.
- O6-23** This comment states that the DEIR fails to disclose all Phase 2 construction noise and operational noise from the hotel. However, the DEIR discusses onsite and off-site construction noise for Phase 1 and Phase 2 on pages 4.11-20 and 4.11-21. Operational noise from the hotel is discussed on pages 4.11-21 through 4.11-23. This would include mechanical equipment noise such as HVAC units and parking lot noise. Other than these sources, the hotel would not be a significant source of noise generation. The comment does not identify any additional hotel related noise sources that were not analyzed.
- O6-24** The commentor is incorrect in their statement that the DEIR fails to adequately consider whether the Project would create a new source of light, which would affect nighttime views in the area. The DEIR fully analyzes and discloses the proposed Project's light and glare impacts associated with construction and operation activity. Refer to pages 4.1-12 through 4.1-13 of DEIR **Section 4.1, Aesthetics**. As stated in **Section 4.1**, the Project's construction source of light and glare would be limited to daylight hours. Additionally, nighttime security lighting could be utilized for security purposes of the site and equipment. Additionally, it is a common practice

to provide night-time lighting when a guardhouse/shack is provided on-site for security personnel. No short-term, construction-related impacts associated with light and glare are expected to occur.

Concerning operation of the proposed Project, the Project would incorporate design elements to reduce sources of lighting as approved by the City. In addition, all future development within the City limits would be subject to the provisions of Chapter 8.50, Outdoor Lighting of the Beaumont MC. Chapter 8.50 sets forth restrictive lighting standards that act to prevent or minimize overall illumination levels, and effectively reduce or preclude potential light/glare overspill impacts. In this regard, the City's Outdoor Lighting Ordinance establishes specific design, construction, and performance standards applicable to lighting and light fixtures within the City.

Although the proposed Project would result in new light and glare, it would be less than significant.

- O6-25** The City agrees to provide more information. Refer to **Section 3.0, Errata**, of this FEIR for those changes.
- O6-26** The City agrees to provide more information. Refer to **Section 3.0, Errata**, of this FEIR for those changes.
- O6-27** This comment is introductory and contains references from CEQA Guidelines and Statutes.
- O6-28** The comment states that that vehicular traffic from the Project would be roughly the same because the intensity of use would be similar, resulting in no reduction in air quality or GHG emissions. This statement is incorrect. The DEIR does not state that “no reduction” between alternatives would occur. The DEIR states that vehicular traffic generated from the Project is not anticipated to be significantly reduced, not that no reduction would occur.
- O6-29** **Section 6.0** of the DEIR includes a details analysis of the alternatives and applicability of the Project objectives to the alternatives. The Commentor is citing to the single sentence conclusion in the summary table and negates the substantial evidence in the DEIR.
- O6-30** This comment is introductory and states that the DEIR does not incorporate several basic measures that impacts on adjacent residential communities. No further response is warranted.
- O6-31** This comment notes that the Project will exceed the GHG threshold. The comment goes on to discuss GHG emissions and its impact on climate change. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- O6-32** This comment discusses GHG emissions and the impact on California's climate. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.

- O6-33** This comment notes that the Project will result in a significant and unavoidable GHG impacts but disagrees with the conclusion that additional mitigation is not feasible. The Project has incorporated mitigation measures that reduce onsite GHG emissions by 79 percent, however due to the nature of the Project, the majority of GHG emissions will come from mobile sources. Neither the Project nor the City has the authority to regulate emissions from vehicles, therefore any proposed mitigation to control vehicle emissions would not be enforceable and therefore is not considered feasible.
- O6-34** This comment notes that the decision under *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467 that determined the purchase of carbon offset credits did not meet CEQA’s criteria for a valid mitigation measure, but did not invalidate carbon offsets as a matter of law. However, as discussed in the DEIR, to reduce emissions and to be valid mitigation under CEQA, purchased offset credits must be genuine, quantifiable, additional, and verifiable. Even offset credits purchased from CARB-approved offset project registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions or cannot guarantee that such reductions are additional to any reduction that would occur under business-as-usual operations and reductions required by law. CARB does not have enforcement authority over such reductions, let alone the City of Beaumont. The City of Beaumont, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project and relied upon to reduce impacts to a less than significant level, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Many offset credits “sell” reductions in emissions generated outside of California, which may not be genuine or verifiable. International offsets are even more difficult to verify, guarantee and enforce. Thus, the purchase of offset credits is not a feasible CEQA mitigation measure to reduce the emissions impact of the proposed Project.
- O6-35** As discussed in response to comment O6-34, project offset registries have been determined to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions. Therefore, investing in mitigation credits may not result in a reduction in GHG emissions and thus would not be valid CEQA mitigation.
- O6-36** This comment is introductory and quotes text from CEQA Guidelines. No further response is warranted.
- O6-37** This comment summarizes South Coast AQMD Rule 2305. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- O6-38** This comment summarizes the California Attorney General document entitled *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act*, which provides example mitigation measures. These mitigation measures were considered during Project design and have been included as design features or mitigation measures if feasible for the Project.

Proposed Mitigation Measures	Method of Project Incorporation
Requiring all off-road construction equipment—not just cargo equipment-- to be zero-emission, where available, and all diesel fueled off-road construction equipment, to be equipped with CARB Tier IV compliant engines or better, and including this requirement in applicable 7 bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.	<b>MM AQ-1</b> (DEIR page 4.2-38) requires construction equipment to meet CARB Tier 4 standards. Additionally, <b>PDF AQ-2</b> requires electric cargo handling equipment during operations.
Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.	DEIR <b>MM AQ-1</b> requires all construction equipment and delivery vehicles shall be turned off when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour to achieve this measure.
Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills, and compressors, and using electric tools whenever feasible.	DEIR <b>MM AQ-1</b> requires on-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators.
Limiting the amount of daily grading disturbance area.	The project would be required to comply with SCAQMD Rule 403, which limits daily grading disturbance area to minimize fugitive dust (see SCAQ-1 on DEIR page 4.2-37).
Prohibiting grading on days with an Air Quality Index forecast of greater than one hundred for particulates or ozone for the project area.	The emissions analysis for the Project determined that regional and localized construction emissions would not exceed SCAQMD thresholds (see DEIR pages 4.2-27 through 4.2-29 and pages 4.2-42 through 4.2-44). Therefore, the Project would not have the potential to influence localized pollutant concentrations and implementation of this measure is not necessary.
Forbidding idling of heavy equipment for more than two minutes.	The Project would comply with the 5-minute limit per CARB regulation/state law. Implementation of this measure is not quantifiable because CalEEMod does not allow for the adjustment of idle times. The Project includes <b>MM AQ-5</b> requires signage stating that drivers turn off engines when not in use, identifying the State’s 5-minute idling limit (California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Section 2485 [Airborne Toxic Control Measure to Limit

Proposed Mitigation Measures	Method of Project Incorporation
	<p>Diesel-Fueled Commercial Motor Vehicle Idling]), and including telephone numbers of the building facilities manager and CARB to report violations.</p> <p>Additionally, the Project includes design features to minimize idling. For example, PDF AQ-5 requires Phase 1 facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. PDF AQ-8 requires the facility operator for Phase 1 to ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512).</p>
<p>Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.</p>	<p><b>MM AQ-1</b> (DEIR page 4.2-38) requires a copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) to be provided to the City at the time of mobilization of each applicable unit of equipment.</p> <p>PDF AQ-6 (DEIR page 4.2-22) requires tenants train staff to keep vehicle records in diesel technologies and comply with CARB regulations.</p> <p>PDF AQ-7 (DEIR page 4.2-23) requires Phase 1 tenants to maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the Project are in good condition, and in proper tune pursuant to manufacturer's specifications.</p>
<p>Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.</p>	<p>See PDF AQ-4 and PDF AQ-6,</p> <p>As noted above, compliance with SCAQMD rules are required as standard condition and would be enforced by SCAQMD inspection.</p> <p>Additionally, the emissions analysis for the Project determined that regional and localized</p>

Proposed Mitigation Measures	Method of Project Incorporation
	construction emissions would not exceed SCAQMD thresholds (see DEIR pages 4.2-27 through 4.2-29 and pages 4.2-42 through 4.2-44). CARB's In-Use Off-Road Diesel Vehicle Regulation ensures equipment meets standards.
Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.	<b>MM AQ-2</b> (DEIR pages 4.2-38 to 4.2-39) requires the Project to use "Super-Compliant" low volatile organic compound (VOC) paints (i.e., a VOC content of 10 g/L or less).
Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.	Refer to PDF AQ-4 on DEIR Page 4.2-22.
Requiring all heavy-duty vehicles entering or operated on the Project site to be zero-emission beginning in 2030.	<p>Refer to response to comment O3-73. The existing regulatory environment already requires various mobile source emissions reduction measures and transition to ZE and NZE vehicles (CARB already regulates truck emissions with the Advanced Clean Truck Regulation, the Mobile Source Strategy [including the low-NO<sub>x</sub> engine emissions standard], the Sustainable Freight Action Plan, and the Emissions Reduction Plan for Ports and Goods Movement, among others).</p> <p>The DEIR includes design features and mitigation that would facilitate the use of ZE and NZE trucks consistent with CARB and SCAQMD programs (e.g., Advanced Clean Truck Regulation, Sustainable Freight Action Plan, SCAQMD Rule 2305, etc.). For example, the Project design features require all cargo handling equipment (forklifts, yard trucks, etc.) to be electrically powered to reduce on-site criteria pollutant emissions. In order to promote the use of alternative fuels and clean fleets and facilitate future installation of</p>

Proposed Mitigation Measures	Method of Project Incorporation
	<p>electric vehicle supply equipment, the Project would install 30 electric light-duty vehicle charging stations, install conduit for 59 electric light-duty vehicle charging stations, and designate 119 parking spaces for clean air/electric vehicle/vanpool parking (refer to the Project design feature on DEIR pages 4.2-22 through 4.2-24).</p> <p>PDF AQ-13 requires the Phase 1 facility operator to provide tenants with information about the Carl Moyer Air Program and the On-Road Heavy-Duty Vehicles Voucher Incentive Program, which provides funding to purchase newer vehicles. Additionally, <b>MM AQ-6</b> requires the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions and includes a goal of achieving ZE trucks beginning in 2030. It should be noted that the DEIR conservatively does not take credit for implementation of <b>MMAQ-6</b>.</p>
<p>Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.</p>	<p>Refer to the response above. The Project includes Project design features and mitigation that would facilitate the use of ZE and NZE vehicles consistent with CARB and SCAQMD programs (e.g., Advanced Clean Truck Regulation, Sustainable Freight Action Plan, SCAQMD Rule 2305, etc.).</p> <p><b>MM AQ-6</b> requires Project compliance with SCAQMD Rule 2305 to facilitate the use of ZE and NZE trucks. Additionally, <b>MM AQ-6</b> requires the Project Applicant to provide \$1.00 per square foot in funding for fleet upgrade financing to incentivize the use of cleaner operating trucks to reduce future emissions and includes a goal of achieving ZE trucks beginning in 2030. It should be noted that the DEIR conservatively does not take credit for implementation of <b>MMAQ-6</b>.</p> <p>Additionally, PDF AQ-2 requires all Phase 1 outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) to be powered by electricity (i.e., zero emission).</p>



Proposed Mitigation Measures	Method of Project Incorporation
<p>Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.</p>	<p>The Project would comply with the 5-minute limit per CARB regulation/state law. Implementation of this measure is not quantifiable because CalEEMod does not allow for the adjustment of idle times. The Project includes <b>MM AQ-5</b> requires signage stating that drivers turn off engines when not in use, identifying the State's 5-minute idling limit (California Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Section 2485 [Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling]), and including telephone numbers of the building facilities manager and CARB to report violations.</p> <p>Additionally, the Project includes design features to minimize idling. For example, PDF AQ-5 requires Phase 1 facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. PDF AQ-8 requires the facility operator for Phase 1 to ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512).</p>
<p>Posting both interior- and exterior-facing signs, including signs directed at all eight dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.</p>	<p>See <b>MM AQ-5</b> on DEIR pages 4.2-40 to 4.2-41.</p>
<p>Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the Project.</p>	<p>A Project specific Health Risk Assessment was prepared for the Project and determined that with the implementation of PDF AQ-2 and <b>MM AQ-1</b>, health risks would be reduced to less than significant levels. Therefore, mitigation requiring air filtration systems such as MERV 13 filters would not be required.</p>
<p>Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the Project</p>	<p>CARB currently operates the Banning Airport Monitoring Station located approximately 9.6 miles southeast of the Project site. As the Project emissions modeling did not exceed</p>

Proposed Mitigation Measures	Method of Project Incorporation
and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.	SCAQMD's Localized Sensitive Thresholds, the Project would not affect the ambient air quality in the area. This measure is not required per CEQA and would not reduce project emissions.
Constructing electric truck charging stations proportional to the number of dock doors at the Project.	<b>MM AQ-4</b> (DEIR page 4.2-40) accommodates the future installation of EV truck charging stations for when this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.
Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the Project.	PDF AQ-10 (DEIR page 4.2-22) requires at least 30 electric light-duty vehicle charging stations and conduit for 59 future electric light-duty charging stations. SC AQ-10 (DEIR page 4.2-38) requires electric vehicle supply equipment at six percent of the total parking spaces.
Requiring all stand-by emergency generators to be powered by a non-diesel fuel.	Natural gas generators typically require a dedicated 3" gas line and are limited to 400 kW or 600 amps of 480-volt power. Buildings in a project of this scale would require more power than could be provided by a non-diesel generator. In addition, these generators are not considered a reliable source of power in an event such as an earthquake.
Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.	See <b>MM AQ-3</b> on DEIR page 4.2-39.
Providing meal options onsite or shuttles between the facility and nearby meal destinations.	See <b>MM AQ-3</b> on DEIR page 4.2-39.
Plant trees and vegetation near structures to shade buildings and reduce energy requirements for heating/cooling.	See PDF AQ-18 on DEIR page 4.2-24. Additionally, the Project would include landscaping consistent with City design requirements.
Preserve or replace onsite trees (that are removed due to development) as a means of providing carbon storage.	See PDF AQ-18. The project would include landscaping consistent with City design requirements.

Proposed Mitigation Measures	Method of Project Incorporation
Replace traffic lights, streetlights, and other electrical uses to energy efficient bulbs and appliances.	This is a municipal measure and not applicable at the project level.
Retrofit municipal water and wastewater systems with energy efficient motors, pumps, and other equipment, and recover wastewater treatment methane for energy production.	This is a municipal measure and not applicable at the project level.

**O6-39** This comment lists general mitigation measures identified by CARB to reduce construction and operational emissions. These mitigation measures were considered during Project design and have been included as design features or mitigation measures if feasible for the Project.

In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In lieu of Tier 4 engines, equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine.	<b>MM AQ-1</b> (DEIR page 4.2-38) requires construction equipment to meet CARB Tier 4 standards.
In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers, etc.) used during project construction be battery powered.	Construction emissions are mitigated to below SCAQMD thresholds. Therefore, mitigation requiring battery powered construction equipment is not required.
In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during either the grading or building construction phases be model year 2014 or later. Starting in the year 2022, all heavy-duty haul trucks should also meet CARB's lowest optional low-NOx standard.	Construction emissions are mitigated to below SCAQMD thresholds. Therefore, mitigation requiring heavy-duty construction trucks to be model year 2014 is not required.
Include contractual language in tenant lease agreements that require tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating onsite.	See PDF AQ-2, PDF AQ-4, PDF AQ-6, PDF AQ-7, PDF AQ-8, PDF AQ-9, and PDF AQ-10 on DEIR pages 4.2-22 through 4.2-23, as well as <b>MM AQ-4</b> , and <b>MM AQ-6</b> on DEIR pages 4.2-40 through 4.2-41.
Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units	As noted in the DEIR Project Description (page 3-4) and PDF AQ-1, the Project does not include cold storage. Additionally, cold storage is not an allowed use for the site in the Specific Plan, which establishes the uses and

<p>(APU). This will eliminate the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate from within the Project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.</p>	<p>development standards for the Project. As the Project would not include cold storage, it would not include TRUs.</p>
<p>Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.</p>	<p>See PDF AQ-9 on DEIR page 4.2-23. Operators and manufacturers are required to comply with these regulations. CARB's Tractor-Trailer Greenhouse Gas Regulation reduces greenhouse gas emissions by improving the aerodynamic performance and reducing the rolling resistance of tractor-trailers. CARB's Advanced Clean Trucks regulation is a manufacturer's ZEV sales requirement and a one-time reporting requirement for large entities and fleets. The Periodic Smoke Inspection Program (PSIP) is CARB's heavy-duty vehicle inspection program for in-use trucks and buses that includes roadside testing by CARB. The Statewide Truck and Bus Regulation requires fleets to upgrade to 2010 or newer model year engines by January 1, 2023. The suggested additional mitigation measures are already State regulation (i.e., mandatory). As such these measures are essentially part of the Project; and therefore, are not mitigation under CEQA.</p>
<p>Since no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts mitigated.</p>	<p>cold storage is not an allowed use for the site in the Specific Plan, which establishes the uses and development standards for the Project. Therefore, cold storage cannot be added without additional environmental review and approvals.</p>
<p>And while the Project has committed to covering one-quarter of its rooftop with solar to cover the Project's needs, the Project should also consider additional rooftop solar panels, with a capacity that matches the maximum allowed for distributed solar connections to the grid</p>	<p>See SCAQ-4 (DEIR page 4.2-37) and <b>MM GHG-1</b> (DEIR page 4.2-39). <b>MM GHG-1</b> requires the Project to provide 100 percent of the building load and the plug-load with on-site renewable energy (i.e., photovoltaic panels). The mitigation measure inaccurately notes that the Project has committed to covering one-quarter of its rooftop with solar.</p>

**O6-40** Commented noted and will be taken into consideration by decision-makers.

**O6-41** Chapter 17.20 of the Beaumont Municipal Code establishes a No Net Loss Program, whereby concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City.

**O6-42** Commented noted and will be taken into consideration by decision-makers.

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**Comment Letter O7 – Blum Collins & Ho, LLP., Attorneys at Law**  
**Gary Ho**

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June 6, 2022

Christina Taylor, Community Development Director  
City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223

*VIA EMAIL TO:*  
[ctaylor@beaumontca.gov](mailto:ctaylor@beaumontca.gov)

*Subject: Comments On Beaumont Summit Station Specific Plan EIR (SCH NO. 2021090378)*

Dear Ms. Taylor,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Beaumont Summit Station Specific Plan. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance (GSEJA). Also, GSEJA formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

O7-1

**1.0 Summary**

The project proposes to replace the existing Sunny-Cal Specific Plan for the property with the proposed Beaumont Summit Station Specific Plan to allow for the development of approximately 2,707,465 square feet of mixed commercial, e-commerce, hotel, and office uses, as well as approximately 31 acres of passive open space. Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

Total: 2,557,465 square feet of industrial space

O7-2

Christina Taylor

June 6, 2022

Page 2

The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 to allow for the proposed e-commerce/warehouse uses.

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

The Project proposes to amend the existing General Plan designation from Single-Family Residential to General Commercial for Parcel 4 to allow for commercial uses. 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 following discretionary actions are required for project approval:

1. General Plan Amendment No. PLAN2021-0656: The Project site is presently designated as "Single Family Residential" by the General Plan. A General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space.
2. Tentative Parcel Map No. PM2021-0009: The Specific Plan area is comprised of several parcels. The Project includes a Tentative Parcel Map (TPM) to create five legal development parcels and would dedicate the rights-of-way for utility easements, if required by the City.
3. Plot Plan/Site Plan (Plot Plan) No. PP2021-0388: Three separate Plot Plans for the Project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new and driveways is proposed. A separate Plot Plan/Site Plan will be required for each building area within the Specific Plan.
4. Statutory Development Agreement: A statutory development agreement, authorized pursuant to California Government Code § 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable. Ministerial actions that follow the initial approvals include the following: Grading Plans/Permits, Improvement Plans, Final Map review and approval (City), recordation (County). Jurisdictional Permits (if required by agencies).
5. Specific Plan Adoption SP2021-0005: Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended.

O7-2



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## 2.0 Project Description

The EIR does not include a floor plan, detailed grading plan, building elevations, or detailed site plan for the warehouse development site. The basic components of a Planning Application include a detailed site plan, floor plan, grading plan, and elevations. The site plan provided in Exhibit 3.0-6: Conceptual Site Plan does not provide any detailed information such as the earthwork quantity notes, parking requirements, building heights, site coverage, or floor area ratio calculation. Additionally, Exhibit 3.0-12: Conceptual Grading Plan has been edited for public review. The exhibit does not include any meaningful information, such as the earthwork quantity notes. The exhibit features red lines on several areas but a legend that would describe the purpose of the red lines has been removed for public review. The edited version of the grading plan inserted for public review is meaningless and provides no useful information. The EIR has excluded the proposed floor plan, detailed grading plan, and detailed site plan from public review, which does not comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Incorporation by reference (CEQA § 15150 (f)) is not appropriate as the floor plan, detailed grading plan, building elevations, and detailed site plan contribute directly to analysis of the problem at hand. The EIR must be revised to include all application items for review, analysis, and comment by the public and decision makers.

O7-3

The EIR does not include the proposed Beaumont Summit Station Specific Plan (BSS SP) document as an attachment for public review. The BSS SP would include permitted uses and development standards such as maximum height, floor area ratio, parking requirements, and other items that contribute directly to the analysis of environmental impacts. Incorporation by reference (CEQA § 15150 (f)) is not appropriate as the BSS SP contributes directly to analysis of the problem at hand. The EIR must be revised and recirculated to include the BSS SP document for public review in order to comply with CEQA's requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)).

O7-4

Additionally, Table 4-1, Cumulative Projects is not useful to the public and decision makers. There is no map depicting the location of the cumulative projects listed. The table also excludes Portrero Logistics Center from its analysis. The EIR must be revised to include Portrero Logistics Center in its cumulative analysis. The table does not provide any meaningful identifying information regarding several of the projects listed. For example, approximately 16 of the projects are identified solely by their TAZ ID, which is useless for the public. The EIR must be revised to include pertinent identifying information about each project, including the entitlement number, address, and project name.

O7-5

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#### 4.2 Air Quality, 4.5 Energy, and 4.7 Greenhouse Gas Emissions

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

O7-6

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0<sup>1</sup>, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability. The proposed project's census tract (6065043811) and surrounding community, including residences immediately adjacent to the eastern property line of the project site, bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 99th percentile for ozone burden, the 65th percentile for traffic impacts, and the 44th percentile for PM 2.5 burden. All of these environmental factors are typically attributed to heavy truck activity in the area. The census tract also ranks in the 53rd percentile for solid waste facility impacts, which can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations<sup>2</sup>.

O7-7

Further, the census tract is a diverse community including 21% Hispanic, 4% African-American, and 2% Asian-American residents, which are especially vulnerable to the impacts of pollution. The community is also economically disadvantaged. The community experiences high rates of unemployment (69th percentile), and poverty (46th percentile), which is an indication that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 76th percentile for incidence of cardiovascular disease and 45th percentile for incidence of asthma.

O7-8

The State of California lists three approved energy compliance modeling softwares<sup>3</sup> for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The spreadsheet-based modeling energy calculations in Appendix F do not comply with the 2019 Building Energy Efficiency Standards and under reports the project's potentially significant GHG and Energy impacts to the public and decision makers. Since the EIR did not accurately or adequately model the energy impacts in compliance with Title 24, a finding

O7-9

<sup>1</sup> CalEnviroScreen 4.0 <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

<sup>2</sup> OEHHA Solid Waste Facilities <https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities>

<sup>3</sup> 2019 Building Energy Efficiency Standards Approved Computer Compliance Programs, California Energy Commission. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency-2>

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of significance must be made. A revised EIR with modeling in one of the approved software types must be circulated for public review in order to adequately analyze the project's potentially significant environmental impacts. This is vital as the EIR utilizes CalEEMod as a source in its methodology and analysis, which is clearly not one of the approved softwares.

Table 4.7-8: Regional Transportation Plan/Sustainable Communities Strategy Consistency finds that the project is consistent with all goals of Connect SoCal, resulting in less than significant impacts. However, the consistency analysis in the EIR is misleading to the public and decision makers. The project results in several significant and unavoidable cumulatively considerable impacts, including Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). The EIR finds the project is consistent with Goal 2: "Improve mobility, accessibility, reliability, and travel safety for people and goods," because "the Project is located near existing transit routes on I-10." However, as noted in this comment letter and in the EIR itself, the project will impede the SCAG region's ability to improve mobility, accessibility, reliability, and travel safety for people and goods because it will result in significant and unavoidable cumulatively considerable impacts to Transportation/VMT.

07-10

The EIR finds that Goal 3: "Enhance the preservation, security, and resilience of the regional transportation system," is not applicable to the proposed project because it "is not a transportation improvement project." However, as noted in this comment letter and in the EIR itself, the project will impede the SCAG region's ability to enhance the preservation, security, and resilience of the regional transportation system because it will result in significant and unavoidable cumulatively considerable impacts to Transportation/VMT.

07-11

The EIR finds that Goal 7: "Adapt to a changing climate and support an integrated regional development pattern and transportation network," is not applicable to the proposed project because it "is not a project-specific policy." However, the Goals of Connect SoCal are applicable to all projects proposed throughout the SCAG region. Due to errors in modeling and modeling without supporting evidence, as noted throughout this comment letter, and the EIR's determination that the project will have significant and unavoidable cumulatively considerable impacts to Air Quality, Greenhouse Gas Emissions, and Transportation/VMT, the proposed project is directly inconsistent with Goal 7 to adapt to a changing climate.

07-12

The EIR finds that Goal 10: "Promote conservation of natural and agricultural lands and restoration of habitats," are not applicable to the proposed project," is not applicable to the proposed project because "This Project is located on previously disturbed land and is not located on agricultural lands." However, Section 7 of the EIR states that the project is located on land that is identified as Farmland of Local Importance. Omitting this information in the RTP/SCS Connect SoCal analysis renders the EIR internally inconsistent. The EIR must be revised to include this

07-13



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information for analysis in order to be internally consistent and an adequate informational document.

The EIR finds the project is consistent with Goal 5: “Reduce greenhouse gas emissions and improve air quality,” because “the Project is located within an urban area in proximity to existing truck routes and freeways. Location of the project within a developed area would reduce trip lengths, which would reduce GHG and air quality emissions.” However, as noted in this comment letter and in the EIR itself, the project will impede the ability of the SCAG region to reduce greenhouse gas emissions and improve air quality because it results in significant and unavoidable cumulatively considerable impacts to both Air Quality and Greenhouse Gas Emissions. Omitting this information from the RTP/SCS consistency analysis is intentionally erroneous and misleading to the public and decision makers. The project’s location in a generally urbanized area and proximity to the freeway have not proven to be effective in reducing the project’s Air Quality and Greenhouse Gas Emissions. The EIR must be revised to include this information for analysis and include a finding of significance due to these inconsistencies.

O7-14

The EIR finds the project is consistent with Goal 6: “Support healthy and equitable communities” because “the Project does not exceed localized thresholds.” However, the project results in several significant and unavoidable cumulatively considerable impacts, including Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). This information must be included for analysis and a finding of significance must be made.

O7-15

#### 4.10 Land Use and Planning

The EIR does not provide any meaningful analysis of the proposed project’s conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There is no consistency analysis with the goals and policies of the City’s General Plan. Despite a complete lack of consistency analysis, the EIR concludes that the project is consistent with the City’s General Plan because:

“As such, the Project would be consistent with the City’s Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP. As such, inconsistency with City land use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.”

O7-16

The EIR’s conclusion is nonsensical and unsupported by meaningful evidence. The EIR relies upon consistency with the Zoning Ordinance and Zoning Map to determine consistency with all goals and policies of the General Plan. The project as proposed is not consistent with the Zoning Ordinance or Zoning Map and requires adoption of a new Specific Plan as the Zoning designation

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and a General Plan Amendment to proceed. Relying upon approval of the requested GPA/SPA to determine there will be no environmental impacts circumvents the required process of CEQA analysis. Significant and unavoidable impacts to Air Quality (cumulatively considerable), Noise (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable, and Transportation/VMT (cumulatively considerable) will occur as a result of the GPA/SPA, and this is not presented for discussion or analysis in this section. The EIR is inadequate as an informational document and must be revised, including a finding of significance due to these inconsistencies.

The EIR has not completed a consistency analysis of the proposed project and General Plan goals and policies. The EIR provides no discussion of the project's required General Plan Amendment and change in Zoning designation from Sunny-Cal SP to Beaumont Summit Station SP. This does not comply with CEQA's requirements for meaningful disclosure and does not present an adequate environmental analysis. A revised EIR must be prepared with a consistency analysis with all General Plan policies goals and policies, including the following items that the project has significant potential for direct inconsistency:

1. Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.
2. Policy 3.3.1 Support the development of new housing opportunities, as defined by the Land Use Plan contained in this Element.
3. Policy 3.3.9 Ensure new development projects and infill construction are of a compatible scale in existing neighborhoods and provide adequate transitions to adjacent residential properties.
4. Policy 3.4.5 Focus economic development efforts on attracting high paying jobs to the City.
5. 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.
6. Policy 3.8.4 Prioritize access to health-promoting uses in new development, including neighborhood markets, grocery stores, medical centers, pharmacies, parks, gyms, community space and gardens.
7. Goal 3.10: A City designed to improve the quality of the built and natural environments to reduce disparate health and environmental impacts.
8. Policy 3.10.2 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
9. 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.
10. 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.
11. 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.
12. Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

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13. 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.
14. Goal 6.1: A City that improves the overall health and welfare of its residents.
15. Policy 6.4.1 Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, including grocery stores, farmers' markets, and community gardens, particularly in communities with low incomes and low access.
16. Policy 6.4.3 Limit fast food and liquor stores in neighborhoods with a significant concentration of stores (e.g., multiple stores on the same block or intersection) and child-sensitive areas, such as schools, parks, and childcare facilities.
17. Policy 6.5.5 Promote development of a variety of housing types that meet the needs of residents of all income levels. This policy is implemented through the Land Use and Community Design Element.
18. Policy 6.5.8 Encourage health-promoting uses in new development, including neighborhood markets, grocery stores, pharmacies, parks, gyms, and community gardens.
19. Goal 6.7: A City that safely and systemically addresses toxics, legacy pollutants, and hazardous materials.
20. Policy 6.7.5 Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.

O7-17

Further, the EIR omits discussion and analysis regarding the project's inconsistency with other land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, the project will have a significant and unavoidable cumulatively considerable impact to Air Quality because it will conflict with or obstruct implementation of the applicable air quality plan (AQMP). The project will also have a significant and unavoidable cumulatively considerable impact to Greenhouse Gas Emissions because it will conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The Land Use and Planning analysis omits any discussion regarding inconsistencies with the AQMP and California's statewide GHG reduction goals for 2030 and 2050. The EIR must be revised to include these significant and unavoidable cumulatively considerable impacts for analysis and include a finding of significance.

O7-18

Table 4.10-2: Project Compatibility with SCAG 2020-2024 RTP/SCS erroneously finds complete consistency with SCAG's Connect SoCal RTP/SCS document. The project requires a change in General Plan land use designation to proceed, which indicates that it is not consistent with the analysis provided in Connect SoCal. Due to errors in modeling as noted throughout this comment letter and the EIR's determination that the project will significant and unavoidable cumulatively considerable impacts to Air Quality, Noise, Transportation/VMT, and Greenhouse Gas Emissions, the proposed project is directly inconsistent with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. The EIR must be revised to update the finding of significance to include inconsistency with SCAG's Connect SoCal RTP/SCS.

O7-19



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#### 4.12 Population and Housing

SCAG adopted 2045 growth projections as part of the 2020 RTP/SCS (Connect SoCal) on September 3, 2020. SCAG's Connect SoCal Demographics and Growth Forecast<sup>4</sup> notes that Beaumont will add 6,600 jobs between 2016 - 2045. Utilizing the EIR's calculation of 4,010 employees, the project represents 60% of Beaumont's employment growth from 2016 - 2045. SCAG's Growth Forecast notes that Beaumont's population will increase by 34,700 residents between 2016 - 2045. Utilizing the EIR's calculation of 4,010 employees, the project represents 11.5% of Beaumont's population growth from 2016 - 2045. A single project accounting for 60% of the projected employment growth and 11.5% of the projected population growth within Beaumont over 29 years represents a significant amount of growth.

O7-20

The EIR must be revised to include this analysis, and also provide a cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the project will exceed SCAG's employment and/or population growth forecast. For example, the Portrero Logistics Center is estimated to generate approximately 771 employees. The proposed project and Potrero Logistics Center will cumulatively generate 4,780 employees, which is 72% of the projected employment growth and 13.7% of the projected population. This is a significant amount of growth and is generated by only two projects that are currently under review. A revised EIR must be prepared to quantify all employees generated by all other non-residential projects approved since 2016 and projects "in the pipeline" in order to present an accurate and adequate analysis of the proposed project's impacts to population and housing.

O7-21

The EIR states that "although the Project would generate approximately half of SCAG's forecasted employment for the City, the forecasted increase in Project employment is well within the City's total future employment of 19,910 by 2045 and well within the County's forecasted employment of 1,103,000 by 2045." The EIR creates the "City's total future employment of 19,910 by 2045" in Table 4.12-7: Projected Jobs-Housing Balance (with Project) by adding together SCAG's forecasted employment growth with the 4,010 jobs generated by the proposed project. This is misleading to the public and decision makers. The EIR must be revised to delete this table and analysis. The EIR has attempted to justify the exorbitant growth (that exceeds all growth forecasts) generated by the project by "building in" the project's jobs into a new horizon year scenario. A finding of significance must be made, both at the project-level and cumulatively.

O7-22

Further, the EIR states that "all growth is planned according to the Beaumont GP 2040 and SCAG Connect SoCal." This is erroneous and misleading to the public and decision makers because the

<sup>4</sup> SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020  
[https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectocal\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectocal_demographics-and-growth-forecast.pdf?1606001579)

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project requires approval of a General Plan Amendment and new Specific Plan in order to proceed. This statement must be removed in the revised EIR and a include finding of significance due to inconsistency with the General Plan growth forecast and Connect SoCal growth forecast.

O7-23

The EIR utilizes uncertain language by stating that, “*most of the City’s residents commute to other cities for work. Thus, the Project’s related employment growth impacts are not anticipated to be significant since the City is housing-rich and would be adequately served by the regional and local workforce.*” The EIR does not provide specific information regarding the percentage of residents that commute to other cities for work. Additionally, relying upon the regional workforce of the greater SCAG region will increase VMT and air quality/greenhouse gas emissions, and a revised EIR must be prepared to reflect this. The revised EIR must also include information and analysis regarding the number of construction jobs generated by the project and their potential to relocate to the City.

O7-24

Further, the EIR does not address the Housing Crisis Act (HCA) of 2019/Senate Bill (SB) 330<sup>5</sup>. The HCA of 2019 and SB 330 require replacement housing sites when land designated for housing development is changed to a non-housing use to ensure no net loss of housing capacity. Government Code Section 66300(b)(1)(A) requires that agencies shall not “change the general plan land use designation, specific plan land use designation, or zoning to a less intensive use below what was allowed under the land use designation and zoning ordinances in effect on January 1, 2018.” Under Government Code Section 66300(b)(1)(A), a “less intensive use” includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or anything that would lessen the intensity of housing. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided at the time of project approval.

O7-25

This is applicable because the proposed project would change the site’s General Plan land use designation from Single Family Residential to non-residential designations: Industrial, General Commercial, and Open Space. Additionally, the proposed project would change the site’s existing Zoning designation of Sunny-Cal Specific Plan to Beaumont Summit Station Specific Plan. The Sunny-Cal Specific Plan permits the development of up to 560 residential dwelling units. The proposed project permits the development of 0 dwelling units. Due to these this land use changes, the site would not be used for the development of residential dwelling units and replacement sites must be proposed and analyzed as part of the project. The EIR does not act in conformance with these laws and has not identified replacement sites for housing. Approval of the EIR and the proposed project will result in a net loss of housing capacity. Specifically, the Sunny-Cal Specific

O7-26

<sup>5</sup> Housing Crisis Act of 2019/SB 330  
[https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200SB330](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330)



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Plan permits the development of up to 560 residential dwelling units. The lost capacity of 560 dwelling units is a significant environmental impact in violation of the HCA and SB 330; a finding of significance must be made. The EIR must be revised to include replacement sites for housing which accommodate at minimum 560 residential dwelling units and all related technical analysis.

#### 4.15 Transportation and Traffic

The EIR chooses to model the project as a high-cube transload short-term warehouse (ITE land use code 154) because the ITE defines this type of warehouse as the lowest trip generation per 1,000 sf of all industrial land uses (0.10 trips per 1,000 sf)<sup>6</sup>. Modeling the proposed project as high-cube transload short-term warehouse serves to skew analysis downward and present unduly low emissions estimates and VMT. The Project Description and Site plan includes operational and characteristic information about the project that indicate it is likely to be used as a fulfillment center based on SCAQMD's High-Cube Warehouse Vehicle Trip Generation Analysis<sup>7</sup>. The proposed project encompasses more characteristics of a fulfillment center which generate higher emissions and VMT due to increased quantity of trips. This includes a very high ratio of loading dock doors to trailer parking spaces (425 dock doors and 918 trailer stalls exceeds a 2:1 ratio across all 3 buildings) and high ratio of employee parking (1,482 passenger car stalls serving 2,557,465 square feet of warehousing = 1 stall per 1,725 square feet of building area). The EIR must be revised to model the project accurately as ITE Land Use 155 High-cube Fulfillment Center Warehouse in accordance with the building characteristics as shown in order for the EIR to be a reliable informational document.

O7-27

The VMT appendix reference the Governor's Office of Planning and Research (OPR) 2018 Technical Advisory<sup>8</sup> document in order to remove medium and heavy-duty truck trips from VMT analysis. However, the EIR does not provide a statutory source of exemption for medium/heavy trucks and/or freight. OPR's 2018 Technical Advisory document states that "here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks." However, the purpose of the OPR Technical Advisory document is purely advisory, stating in its introduction:

O7-28

"The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in

<sup>6</sup> Institute of Transportation Engineers Common Trip Generation Rates (PM Peak Hour)  
[https://www.troutdaleoregon.gov/sites/default/files/fileattachments/public\\_works/page/966/ite\\_land\\_use\\_list\\_10th\\_edition.pdf](https://www.troutdaleoregon.gov/sites/default/files/fileattachments/public_works/page/966/ite_land_use_list_10th_edition.pdf)

<sup>7</sup> SCAQMD High-Cube Warehouse Vehicle Trip Generation Analysis  
<https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498>

<sup>8</sup> Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA [https://opr.ca.gov/ceqa/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/ceqa/docs/20190122-743_Technical_Advisory.pdf)

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preparing environmental documents subject to CEQA. This document should not be construed as legal advice.”

The OPR document is not a legal interpretation, court decision, or amendment to the CEQA statute that clarifies the definition of automobile. The term “automobile” is not defined in the CEQA statute and application of the OPR interpretation is speculative and does not provide an analysis of the “worst-case scenario” for environmental impacts. Widespread public understanding and perception indicates that trucks, including medium/heavy-duty trucks and freight trips associated with the industrial nature of warehouse operations, are automobiles. A revised EIR must be prepared to remove this misleading information and include all truck/freight activity for quantified VMT analysis. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/freight VMT due to traveling from large regional distribution centers to smaller industrial parks and then to their final delivery destinations. The project’s truck/trailer/freight activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. A revised EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer/freight activity to adequately and accurately analyze the potentially significant project transportation impacts.

O7-29

## 5.0 Other CEQA Considerations

### 5.3 Growth Inducing Impacts of the Project

The EIR does not discuss or analyze the project’s proposed General Plan Amendment, Zone Change, or adoption of a new Specific Plan anywhere in this section. This is misleading to the public and decision makers. The EIR must be revised to include the required GPA, SPA, and ZC for discussion and analysis and include a finding of significance as the project will contribute to growth that was not included as part of growth forecasts in Connect SoCal and/or the General Plan. The EIR must also include discussion for the precedence setting action that approval of the GPA, SPA, and ZC set for future land use changes in the area.

O7-30

The EIR must also include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. For example, recent industrial projects within the City including the Portrero Logistics Center is estimated to generate approximately 771 employees. Cumulatively, the proposed project plus Potrero Logistics Center will generate 4,780 employees, which is 72% of the projected employment growth and 13.7% of the projected population growth from 2016 - 2045.

O7-31

Further, the EIR is grossly erroneous and misleading to the public and decision makers in stating that “No cumulative impacts were discovered during the analysis of the Project.” The EIR must be revised to remove this statement and discuss and analyze that implementation of the project will

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result in significant and unavoidable environmental impacts to Air Quality (cumulatively considerable), Greenhouse Gas Emissions (cumulatively considerable), Noise (cumulatively considerable), and Transportation/VMT (cumulatively considerable). Project implementation will result in growth that does not comply with the AQMP, California's GHG reduction goals, SCAG'S RTP/SCS, and will have additional environmental impacts that cannot be mitigated. These significant and irreversible environmental changes which caused by the project necessitate a finding of significance in this section.

O7-32

## 6.0 Alternatives

The EIR is required to evaluate a reasonable range of alternatives to the proposed project which will avoid or substantially lessen any of the significant effects of the project (CEQA § 15126.6.) The alternatives chosen for analysis include "No Project/Existing Specific Plan" and "Reduced Building Intensity." The EIR does not evaluate a reasonable range of alternatives as only two alternatives are analyzed. The EIR does not include an alternative that meets the project objectives and also eliminates all of the project's significant and unavoidable impacts. The EIR must be revised to include analysis of a reasonable range of alternatives and foster informed decision making (CEQA § 15126.6). This could include alternatives such as development of the site with a project that reduces all of the proposed project's significant and unavoidable impacts to less than significant levels.

O7-33

## Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

O7-34

Sincerely,



Gary Ho  
Blum Collins & Ho, LLP

## Attachments:

1. SWAPE Analysis

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***Responses to Comment Letter O7 – Blum Collins & Ho, LLP., Attorneys at Law***  
***Gary Ho***

- O7-1** Comment noted. The City will put the commentor(s) on the Project's distribution list for any future communications pertaining to the Project.
- O7-2** This comment is a summary of the proposed Project. No further response is warranted.
- O7-3** **Section 3.0, Project Description**, of the DEIR includes a detailed description of the Project including site plans, street sections, land use plans and preliminary grading. The grading plans include grading contours with elevations which are all standard and customary for a DEIR.
- O7-4** Commentor raises concern that the Specific Plan is not included in the DEIR, specifically so they can review the development standards. **Section 3.9** of the DEIR includes a summary of the Development Plan that includes land uses and development standards including building heights, FAR, etc.
- O7-5** A list of development projects within the cumulative study area were identified and are presented in **Table 4-1**. The list includes past projects, projects under construction and approved, and pending projects that are anticipated to be either under construction or operational by the time of the completion of the proposed project. Because the area within which a cumulative effect can occur varies by resource area, for the purpose of this analysis, the geographic scope also varies according to the resource being evaluated. There is no requirement to depict the cumulative projects via an exhibit. The City has instead opted to provide the data in a table format.
- The omission of the Potrero Logistics Center Project on **Table 4-1** was an error. However, due to the location of the Potrero Logistics Center project in relation to the proposed Project, no additional or greater impacts to study intersection impacts or other related impacts would occur. Refer to **Section 3.0, Errata**, of this FEIR.
- O7-6** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- O7-7** The first sentence states that the EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially significant as the surrounding community is highly burdened by pollution. This is incorrect. The DEIR fully analyzed and disclosed the proposed Project's cumulative impacts in **Section 4.1, Aesthetics** through **Section 4.18, Wildfire**. More specifically, the DEIR fully analyzed and disclosed the proposed Project's impacts concerning air quality, transportation, and hazards and hazardous materials in **Section 4.2, Air Quality**, **Section 4.8, Hazards and Hazardous Materials**, and **Section 4.15, Transportation**, respectfully.

The comment notes that the Project is adjacent to a census tract (6065043811)<sup>8</sup>, which is designated as a SB 535 Disadvantaged Community. In fact, the Project is located more than 3 miles from this census tract according to the OEHHA SB 535 mapping. It should be noted that SB 535 does not include project specific requirements or prohibit developments in proximity to the designated communities.

SB 535 directs 25 percent of the proceeds from the Greenhouse Gas Reduction Fund (i.e., funds from the AB 32 cap-and-trade program) to go to projects that provide a benefit to disadvantaged communities (as identified by the OEHHA mapping). As noted throughout this Final EIR, an HRA was prepared for the Project and quantified risk levels at nearby sensitive receptors and determined that impacts would be less than significant.

**07-8** Refer to response to comment 07-7 above.

**07-9** The comment states that the DEIR did not use an approved energy compliance modeling software to calculate energy demand for the Project, citing that CalEEMod is not listed as approved software. The energy analysis presented in the DEIR is for purposes of estimating Project demand. The analysis included in the DEIR is not intended to demonstrate compliance with the 2019 Building Energy Efficiency Standards. Therefore, the energy analysis does not need to be redone using either CBECC-Com, EnergyPro, or IESVe and the DEIR does not need to be recirculated.

**07-10** The commenter does not agree that the Project is consistent with SCAG RTP/SCS Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods based on the Project's significant and unavoidable impact on transportation/VMT. However, the proposed Project includes numerous mitigation measures and design features that would reduce emissions; refer to DEIR pages 4.2-22 through 4.2-24, pages 4.2-38 through 4.2-41, pages 4.7-29 through 4.7-31, and pages 4.7-39 through 4.7-40. Mitigation Measure **MM AQ-3** requires the implementation of a transportation demand management (TDM) program. The TDM will detail potential strategies that would reduce the use of single occupancy vehicles by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The Project's location in proximity to existing transit routes supports SCAG's goal by providing an accessible workplace for employees who choose to use transit. The Project's significant impact with regard to VMT is not relevant in determining accessibility and use of transit.

**07-11** The comment inaccurately states that the DEIR states that, the Project will impede the SCAG region's ability to enhance the preservation, security, and resilience of the regional transportation system because it will result in significant and unavoidable cumulatively considerable impacts to Transportation/VMT."

As noted in the cumulative impact section of DEIR **Section 4.15, Transportation**, the Project would not result in significant traffic related impacts resulting from conflicts with transportation plans or policies and is consistent with all applicable General Plan policies such as working with Caltrans, making needed roadway improvements, payment of TUMF fee or

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<sup>8</sup> <https://oehha.ca.gov/calenviroscreen/sb535>



fair share contribution etc. Furthermore, according to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp.

Although not a regional transportation project, the Project would support SCAG's RTP/SCS Goal 3.

- 07-12** The City respectfully disagrees with the comment. The Project is not a regional transportation project and therefore doesn't dictate the City's and Caltrans potential improvements on to the regional system. Furthermore, the comment states because of the EIR's determination that the Project will have significant and unavoidable cumulatively considerable impacts to Air Quality, Greenhouse Gas Emissions, and Transportation/VMT, the proposed project is directly inconsistent with Goal 7 to adapt to a changing climate. This is also incorrect. The air quality, health risk, and greenhouse gas emissions assessments, and traffic impact analysis reports prepared for the Project were prepared in accordance with applicable state and/or regional thresholds. Additionally, any updates to the air quality, health risk, GHG assessment and VMT analysis and/or DEIR document would not change the findings or conclusions of the impacts as significant and unavoidable.
- 07-13** The City agrees with this comment. See **Section 3.0, Errata**, of this FEIR for these changes. However, also note that removal of farmland of local importance is not considered a significant impact under CEQA and therefore, does not make the proposed Project's agriculture and forestry impact analysis inadequate.
- 07-14** Refer to response to comment O3-100. The commenter notes that RTP/SCS Goal 5 is to reduce GHG emissions and improve air quality. The proposed Project includes numerous mitigation measures and design features that would reduce emissions; refer to DEIR pages 4.2-22 through 4.2-24, pages 4.2-38 through 4.2-41, pages 4.7-29 through 4.7-31, and pages 4.7-39 through 4.7-40. These include implementation of a TDM program to reduce vehicle trips, charging

stations and infrastructure to support future electric vehicle demand to reduce mobile emissions, prohibiting idling when engines are not in use, including signage to report violations, incentives for using cleaner operating trucks, facilitate compliance with SCAQMD Rule 2035, requiring renewable energy, achieving CalGreen Tier 2 energy efficiency standards, diverting solid waste, and using electric landscape equipment. The Project's exceedance of thresholds are primarily due to the size of the Project and not the lack of reduction measures. The implementation of the various mitigation measures noted above and design features would ensure emissions are reduced consistent with 2020-2045 RTP/SCS Goal 5.

**07-15** As noted on DEIR page 4.7-48, although the Project exceeds regional thresholds for criteria pollutants, the Project's Localized Significance Thresholds (LSTs) would be less than significant (refer to DEIR pages 4.2-42 through 4.2-46) and health risk impacts would be less than significant (refer to DEIR pages 4.2-50 through 4.2-55), which indicates that the regional increases shown in DEIR Tables 4.2-10 through 4.2-14 are over counting truck emissions since not all these trips are in reality new to the air basin. Additionally, the Project would incorporate PDF AQ-2 (electric cargo handling equipment) and **MM AQ-1** (4 construction equipment) that would also reduce localized impacts. The reduction of localized emissions would support healthy and equitable communities.

**07-16** As discussed in **Section 4.10, Land Use and Planning** of the DEIR, CEQA requires that an EIR consider whether a Project would conflict with any applicable land use plan, policy, or regulation (including, but not limited to a general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating environmental effect(s). This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction's general plan. The broader general plan consistency determination considers all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a project is evaluated in terms of whether the proposed site plan, project design, and/or development within a given location would substantially impede implementation of an adopted plan or policy resulting in a significant environmental effect. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.

The Project site is presently designated as "Single Family Residential" by the General Plan. A new Specific Plan and a General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses. Because approval of the Specific Plan and General Plan Amendment are part of the overall Project approvals, it is appropriate to measure consistency with the General Plan with these Project components in mind. As such, the conclusion in the DEIR is correct.



- 07-17** Refer to response to comment 07-16 above.
- 07-18** The Project’s inconsistencies with the AQMP and California’s statewide GHG reduction goals were thoroughly discussed in their appropriate impact analysis threshold within **Section 4.2, Air Quality**, and **Section 4.7, Greenhouse Gas Emissions** of the DEIR.
- 07-19** Refer to Responses to Comments 07-10 through 07-15. The commenter incorrectly states that the Project would but inconsistent with the SCAG 2020-2025 RTP/SCS.
- 07-20** Although the Project’s potential employment is forecasted to represent a significant portion of SCAG’s forecasted employment for the City, this does not constitute a significant impact according to CEQA. The City is considered housing-rich and in need for employment opportunities as the City has a high unemployment rate and a majority of City residents commute outside the City for work.
- 07-21** The commenter is incorrect and the proposed Project’s impact to population and housing does not require the Project quantify all employees generated by all other non-residential projects to determine a project-level impact concerning population and housing. As stated in DEIR **Section 4.12, Population and Housing**, the Project would not result in cumulative citywide or countywide population and housing impacts, since the Project would be adequately served by the regional and local workforce and improve SCAG’s job-housing balance for the region, without necessitating additional housing. Furthermore, the Project’s potential employment opportunities would provide much needed employment within the City and support the City’s pursuit in a more balanced jobs-housing ratio.
- 07-22** The City respectfully disagrees with the comment. Refer to response to comment 03-21 above. The information in **Table 4.12-7** is correct and accurately depicts the Project’s employment, household, and jobs-housing ratio versus SCAG’s demographic data for the City and County.
- 07-23** Upon approval of the General Plan Amendment and Specific Plan would make the proposed Project consistent with the General Plan.
- 07-24** The commenter claims that the DEIR does not provide specific information regarding commutes and that construction jobs generated by the Project would potentially lead to the relocation of construction employees to the City. As discussed in **Appendix K** of the DEIR, the RivTAM tool was used to calculate VMT for the Project. The RivTAM model considers the interaction between different land uses based on socio-economic data such as population, households, and employment. The suggested updates to the VMT analysis and/or DEIR document would not change the findings or conclusions of the transportation/VMT impact as significant and unavoidable.
- Regarding the relocation of construction employees to the City, construction activities would not result in direct generation of population growth. Construction activities are short term in nature and construction workers would go from one job to another and typically live and work within the same region.

- 07-25** Chapter 17.20 of the Beaumont Municipal Code establishes a No Net Loss Program, whereby concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus will become available to project applicants subsequently seeking to develop property for residential use within the City.
- 07-26** See response to comment 07-25 above.
- 07-27** The proposed project is consistent with the ITE description for ITE High-Cube Short-Term Storage Warehouse for Buildings 1 and 2, and ITE Warehouse for Building 3. High-Cube Fulfillment Center Warehouse and High-Cube Parcel Hub Warehouse uses are not proposed.
- 07-28** CEQA Guidelines Section 15064.3, subdivision (a) states “For the purposes of this section ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.” The OPR 2018 Technical Advisory clarifies the definition of the term automobile.
- 07-29** The suggested updates to the VMT analysis and/or DEIR document would not change the findings or conclusions of the transportation/VMT impact as significant and unavoidable.
- 07-30** This is already discussed on page 5-4 of **Section 5.0, Other CEQA Considerations**.
- 07-31** Refer to response to comment 07-21 above.
- 07-32** Refer to **Section 3.0, Errata**, of this FEIR that reflects the changes.
- 07-33** **Section 6.0** of the DEIR includes a detailed analysis of the Project alternatives as required by CEQA. The analysis concludes that the reduced intensity alternative would reduce some of the potentially significant impacts, but it does not reduce any significant impacts to below a level of significant. Put another way, the reduced density alternative will not reduce any of the significant impacts and does not meet the Project objectives so was dismissed.
- 07-34** Comment noted and will be taken into consideration by decision-makers.

## Comment Letter G1 – Sonny Lee

**From:** [Sonny Lee](#)  
**To:** [Christina Taylor](#)  
**Subject:** Re: Summit Station Draft EIR Notice of Availability  
**Date:** Thursday, April 21, 2022 2:04:11 PM  
**Attachments:** [image001.png](#)  
[Summit Station NOA FINAL.pdf](#)

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Hi Christina,

Thank you very much for your information.

Have a blessed day.

Sonny.

Sent from my iPhone

G1-1

On Apr 20, 2022, at 9:02 PM, Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:

Greetings,

You are receiving this email because you have requested to be notified of project related activity for the proposed Summit Station Specific Plan.

Attached is the Notice of Availability for the Draft EIR for the proposed project. A link to view the Draft EIR is contained in the attached document or the Draft EIR and other related documents can be found on the City's website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

Information on the public hearings and how to provide comments is included in the attached document.

The City looks forward to receiving your comments.

CHRISTINA TAYLOR  
*Community Development Director*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



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***Responses to Comment Letter G1 – Sonny Lee***

- G1-1**      Comment noted. This comment acknowledges the receipt of the Notice of Availability for the DEIR.

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## Comment Letter G2 – Mary Daniel

May 1, 2022

City of Beaumont Planning Department  
550 E 6<sup>th</sup> Street  
Beaumont, California 92223

RECEIVED  
MAY 31 2022  
CITY OF BEAUMONT

RE: Response to Summit Station DEIR

Dear Christina:

Thank you for the opportunity to respond to the proposed warehouse development called Summit Station. I am totally in opposition to this project in this location and the following letter will explain why. (NOTE: Quotes from the DEIR are in bold.)

G2-1

**The Project implements the goals and policies of the City's General Plan, as amended; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document.**

G2-2

This statement says that the requested amendment to the General Plan will ensure that this Project implements the goals and policies of the City's General Plan. I guess that's technically true since **any** project might be okay with the right amendments -- even a pig farm next to Brookside Elementary. What should be done, however, is to present a project that meets the goals and policies of the City's General Plan without the amendments. In 2020, Beaumont paid over \$840,000 for their most recent General Plan and emphasized its importance by stating that it will serve as a "blueprint for future planning and development in the city." The GP will also function as a guide to the "type of community that Beaumont citizens desire" with land use and policy determinations being made within a comprehensive framework that incorporates public health, safety and quality of life considerations.

G2-3

G2-4

This most recent general plan was developed to be in effect for the next 20 to 30 years and its importance is clearly described in the government code that states the general plan "serves as the constitution of the local government for which it has been prepared." Beaumont's General Plan goes on to state that its policies, programs, and plans are the City's vision for the future and represents the cornerstone in the long-range planning for land use and development within the city. Also California Government Code, § 65454 requires that any Specific Plan be consistent with the General Plan. And yet here we are - a little more than a year after approval-- and a warehouse developer wants to amend the "constitution" and alter all the "blueprints" to fit his inappropriate project. Basically if this development project were to be approved, the city council will have arbitrarily trampled underfoot a very expensive and important document that they assured its citizens they would take seriously, and instead allowed an out of area developer to decide what our city will look like.

G2-5

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**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.**

G2-6

If you wanted to pick the four most important areas of concern for citizens about warehouses these are the ones. The first three will have a substantive impact on the health and welfare of the citizens who live across the street and who will be most affected by the impacts of this warehouse on a daily basis. However, the last one is just as much of a problem because it affects the lives of everyone who lives in Beaumont and who must travel the same roads as the warehouse trucks. Interestingly, I noticed that this developer chose the word “Transportation” rather than “*traffic*” to describe the issues that this warehouse will generate with its endless stream of trucks. I guess he figured that if he used the word transportation, we wouldn’t notice the traffic snarls caused by all of those trucks making their estimated 13,152 Passenger Car Equivalent (PCE) trips every day. Regardless, this developer claims that there really isn’t anything that can be done to mitigate the significant impacts to Beaumont’s citizens in these four important areas. Evidently this developer simply wants us to “live with it.”

G2-7

#### **AIR QUALITY**

**The air pollutant emissions associated with the proposed Project would be cumulatively considerable and therefore significant. 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 air quality.**

G2-8

Let’s start with the problems that a warehouse exerts on **air quality**. The biggest culprit in this area are the thousands of semi-trucks that arrive at and leave the warehouses. These trucks – regardless of how well-maintained they are -- emit diesel particulate matter every time the engine is running. The DEIR states that at buildout the estimated vehicle trips will be **13,152 daily PCE** with no feasible way to mitigate the impact below Significant. Of course one “feasible way” would simply be to deny the project. Truck emissions have been shown to be detrimental to the health of anyone who lives near warehouses and current legislation in California is to prohibit the building of any of these types of air polluting projects within 1000 feet of any human habitation.

G2-9

G2-10

**CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel.**

G2-11

**Some short-term(acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs,**



**headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.**

In the GP under Policy 3.10.3 it states that the city of Beaumont will build neighborhoods that enhance the safety and welfare of all people who live here by avoiding the siting of new projects and land uses that would produce localized air pollution in a way that would impact existing air quality-sensitive receptors such as schools and senior housing. Both of these sensitive receptors are already close by this proposed project -- Solera Senior residential development and Brookside Elementary are located on Brookside Avenue.

**Project emissions levels would remain significant and would contribute to the nonattainment designations in the SCAB. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.**

There are 18 different mitigations listed in the DEIR to try and control the air quality impact but to no avail. As a sidenote, there was very little oversight indicated on any of the mitigations mentioned -- enforcement for the most part was left up to the building manager. Still, even if those mitigations were enforced rigorously there will still be a *significant and unavoidable impact* to the environment in the city of Beaumont. But at least the developer could say they tried all feasible mitigations to bring the air quality issue into compliance, but unfortunately nothing actually worked. Finally, although there have been many studies already done on the harmful effects of Diesel Particulate Matter on humans, one of the last comments on this subject in the DEIR is that “no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the proposed Project.” Really?!

#### GREEN HOUSE GAS EMISSIONS

**The Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions below the 3,000 MTCO<sub>2</sub>e threshold. There are no additional measures available that would further reduce emissions. The impacts have been deemed Significant and Unavoidable.**

Once the statement above is set forth in the DEIR, the majority of the rest of the section on Green House Gas Emissions is an assertion that the Project developer has no control over any of the GHG emissions that would be generated by the steady stream of vehicle traffic on a daily basis because “*motor vehicles are controlled by State and Federal standards*” It further states that the City of Beaumont has no control over those emissions either and therefore has “*limited ability to control or mitigate the vehicle*

*emissions associated with this Project.”* While that statement is probably true when it comes to the State and Federal standards of GHG emissions, the city of Beaumont certainly does have control over which projects they approve or deny that are going to be producing those emissions. In my opinion that is a much more powerful control and the most important one regarding this proposed Project or any other that wants approval to build in inappropriate places.

#### **NOISE**

**Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination.**

G2-17

The DEIR states that Noise is a subjective issue and it is difficult to determine which noises most annoys people. It further mentions that “attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. Causes for annoyance include interference with speech, radio and television, house vibrations and interference with sleep and rest. There continues to be disagreement about the relative annoyance of these different sources.” That might be true, but I think anyone who has listened to the noise from semi-trucks with their back-up alarms, downshifting gears, and Jake brakes would definitely say it was annoying. And this would be doubly true with those trucks running all night long at a 24/7 warehouse. As the DEIR states “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.” (Emphasis mine) Of course “other projects in the vicinity” is referring to that other warehouse monstrosity across Cherry Valley Blvd. It stands to reason that if you add 13,152 more vehicle trips with the resultant racket to the truck noise already present, the quality of life of those around the area will deteriorate.

G2-18

G2-19

I think most would agree that there is a continuous and increasing bombardment of noise in urban, suburban, and even rural areas. The city has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. City residents should feel confident that they will have an environment that is as free as humanly possible from noise that jeopardizes their health or welfare. Certainly they would not expect that the city council would agree to a project such as this that will knowingly increase the noise in their city.

G2-20

## TRAFFIC

Beaumont has already experienced the problems that come from not properly evaluating the traffic generated by an ever expanding residential development during the past decade. Thousands of houses were built using basically the same roads that have been here since the city had 5000 residents. Now with eight times that population, we are all feeling the crunch of traffic jams. Admittedly there have been some efforts at improvements on Highland Springs Blvd. First Street and Oak Valley Parkway – altho the preferred “traffic mitigation” seems to be to simply add another stoplight. And even though those streets have been widened to four-lanes to carry the majority of traffic flow in and out of the city, each of them still continue to have some two lane stretches which always results in bottlenecks.

G2-21

In the City of Beaumont General Plan there are several goals and policies which outline the basis of future development decisions to help minimize the additional traffic woes that come with new development. Specifically:

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

G2-22

**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.* (All emphases mine)

None of the above City of Beaumont goals or policies are met by this inappropriately placed warehouse project. In addition with as much feasible mitigation as possible being applied the project’s impact on Vehicle Miles Traveled (VMT) still continues to be significant and as far as this developer is concerned unavoidable. The DEIR estimated the heavy truck daily VMT to be 21,879 which is, of course, above the threshold established in the General Plan.

G2-23

The DEIR continues with a list of mitigation measures to try to reduce those VMT’s. The Transportation Demand Management (TDM) program consists of the usual things to discourage single occupancy car trips and to encourage walking, bicycling, carpooling, or riding public transportation to work. The TDM program consists of such perks as showers and a repair center for bicyclists and special parking for those who drive fuel-efficient cars or who carpool. It’s not that these measures are “bad” they are simply ineffective and really unmeasurable and unenforceable. Even the DEIR comes to the

G2-24

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conclusion that because the Project's transportation impact based on VMT is potentially significant and 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. (Emphasis mine)

And actually I don't believe that most people think that the above mitigation measures are even terribly important when discussing warehouses. It is the never-ending stream of diesel spewing trucks and their daily 4,667 daily PCE (passenger car equivalent) trips to and from these warehouses that would present the real problem and which seems to be the elephant in the room that no one wants to talk about!

G2-25

### **WATER AND HYDROLOGY**

The DEIR makes little or no mention of water or the lack thereof in the Pass area. As far as I know, we still have only one aquifer (The Beaumont Basin) and there are at least 20,000 houses already approved but not yet built in Beaumont that will be taking their water requirements out of that basin. Since all the current and future residential developments have out-dated water information in their EIRs, (some were written as far back as 1993) with no requirement to update or amend their figures, it's really hard to tell what the current condition of our water supply is.

G2-26

However, in Southern California we need to take seriously the quantity of water any new development will require and evaluate its impact on our water supply. We certainly know that if you cover the ground with concrete buildings, there will be less rainwater percolating back into the aquifer as it would be if the land was vacant. Since this developer says they will build underground catch basins -- we need to know how much water will actually go into those basins and how much will be available for use? There was a plethora of charts and graphs concerning water in the back of the DEIR -- so hopefully someone with the right knowledge is evaluating those questions. Water use should be a concern for all of us who live here.

G2-27

**The Beaumont-Cherry Valley Water District and the City of Beaumont entered into a Memorandum of Understanding on July 9, 2019, which defined the general terms, roles, and responsibilities of both agencies as they related to the delivery of recycled water from the City's upgraded and expanded treatment facility. Therefore, the Project would not result in a cumulatively considerable impact related to drainage or water quality.**

G2-28

This is the only mention of "recycled water" that I found in the body of the DEIR. There still is NO recycled water going through any of the purple pipes that can be seen around town so I'm not sure what the "Therefore" in the above paragraph signifies. Just because those two agencies have an MOU about delivering recycled water, this doesn't mean that it will be done. In fact at the most recent recycled water update at the city council

G2-29

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meeting on May 3<sup>rd</sup>, there was still no agreement as to how or when recycled water (if it is produced) will actually be distributed. However, I will say that the possibility of producing recycled water does seem closer than it ever has before. Let's hope so since we've been hearing about it for the past 20 years or so and millions of dollars has been spent on the waste treatment plant.

### **AESTHETICS**

**The most prominent scenic vistas are provided by the San Bernardino Mountains located approximately eight miles north and the San Jacinto Mountains located approximately 12 miles southeast. The visual character of the Project site would be permanently altered by the Project.**

G2-30

The major scenic view that the city of Beaumont and all the Pass Area has are those majestic mountains on either side. This viewshed sets us apart and needs to be protected from warehouses that rise 50-60 feet into the air and block whatever the view might be behind them. We have seen this in spades with that other immense warehouse on Cherry Valley Blvd. which according to their certified and approved Final EIR was supposed to be *barely visible* from any adjacent roadway. This was the promise that the developer made to the people of Cherry Valley in that EIR. Looking at that ugly monstrosity as it sits up on that manmade hill, I think we all can see very clearly how well that promise was kept. Warehouse developers talk a slick spiel about aesthetics and protecting scenic views, but they really don't worry about them once the grading starts. This is the primary reason that all warehouses need to be built in a designated industrial area -- where the impacts to the scenic beauty of the area are minimized.

G2-31

**Visual sensitivity can be described as viewer awareness of visual changes in the environment and is based on the viewers' perspective while engaging in activities from public areas near a project site. The Project site is visible to various users.**

G2-32

Let's face it -- warehouses are big boxes and it really doesn't matter how well they are dressed up -- they are still immense square buildings 50-60 feet high. There can be landscaping, trees (and these would take years to grow big enough to even begin to cover those outsize boxes behind them) and even a proposed 50 foot wall -- none of these coverups will begin to camouflage or disguise several massive square boxy buildings built right in the middle of residential Beaumont.

G2-33

### **ZONING**

The General Plan indicates a Zoning Ordinance establishing zoning districts that govern the uses of land while indicating standards for the structures and improvements that are permitted within the various zones. **The policy that accompanies this Zoning**

**Ordinance establishes buffers between open space areas and urban development by encouraging less intensive rural residential development.** This is exactly what the previous Specific Plan already had in mind. It established lower density housing on the outskirts of Beaumont with larger lots and more open space and parks as a buffer between the more intensive development already completed in Beaumont and the rural environment in Cherry Valley. And if the agreed upon acreage of open undeveloped land was placed on the Cherry Valley Blvd frontage there would also be a buffer between the houses and that warehouse eyesore across the street. The annexation of this property into Beaumont was made with that promise both to the citizens of Cherry Valley and also Beaumont. And now because this developer doesn't want to build houses on land specified as Single-family Residential, he expects the city council to simply scrap that idea and go along with his unsuitable proposal and change the zoning to Industrial.

G2-34

### ALTERNATIVES

**CEQA requires that the decision-maker balance the benefits of a proposed Project against its unavoidable environmental risks in determining whether to approve the Project.**

G2-35

The best alternative would be to build these warehouses in a more appropriate and properly zoned area which would also eliminate the "spot zoning" that this project would entail. This is what the DEIR says about that: **There are no other viable lots appropriately located and sufficiently sized and owned by the Project applicant which would feasibly attain most of the Project objectives.** (Emphasis mine) In other words this developer bought this land for a lot less than the properties are selling for across SR60 where warehouses have been approved and welcomed.

G2-36

The DEIR then goes on to evaluate the environmental impacts of two alternatives:

- 1) No Project/Sunny-Cal Specific Plan (already approved)
- 2) Same project just reducing the size of the warehouses.

I thought it was interesting that under aesthetics the DEIR stated *that the Sunny-Cal plan would result in significant aesthetic impacts because it would have a substantial adverse effect on a scenic vista*. Personally, I believe that the "adverse effect" on a scenic vista has already been taken to the extremes with that ugly eyesore of a warehouse soaring above Cherry Valley Blvd. I really don't think that a few hundred houses across the street will have any impact at all. However according to the DEIR, those unsightly houses will certainly ruin the view if allowed to be built. But here's the interesting part. Right after that statement that the Sunny-Cal houses will have an adverse effect on a scenic vista, the DEIR states that the proposed project *was found to have a less than a significant impact on scenic vistas*. I was certainly surprised that several 50-60 foot high box buildings would not ruin the view. Well the reason is simply because as the

G2-37

DEIR puts it: *the city does not contain any designated scenic vistas!* Can you have it both ways? Evidently as far as this developer is concerned -- yes you can.



The traffic for the Sunny-Cal Specific Plan was then compared with the proposed Project with not surprisingly less impacts from the houses than the warehouses.

G2-38

**With implementation of the recommended mitigation measures, the proposed Sunny-Cal Specific Plan project would not have significant impacts related to traffic, circulation, or parking....under the No-Project Alternative, impacts regarding transportation would be lesser when compared to the proposed Project because the proposed Project would result in a significant unavoidable impact.**

G2-39

However, as is usual in these EIRs the second alternative which is always the same project but with reduced square footage for the warehouses is presented and it is deemed a better solution than anything else -- except the original project, of course. This developer misses the point -- warehouses built in an inappropriate area are not *better solutions*. They aren't solutions at all, but the beginning of long-term problems for Beaumont's citizens.

G2-40

In my opinion warehouses which are built in inappropriate places will have a much more long-lasting harmful effect on the city of Beaumont -- in more ways than just environmentally. Once land is used for the worst possible development -- there is no turning back and wanting something better. In fact allowing another warehouse to be built in this totally inappropriate location (as Riverside county did with that monstrosity on Cherry Valley Blvd) will stop all other more attractive building options from even being proposed. As I have said before -- you never see just one warehouse -- more always come! Well we may be stuck with that frightful eyesore that was foisted on the citizens of our beautiful valley by our previous County Supervisor Marion Ashley -- but we can still stop any more inroads from greedy developers by simply saying no to those developments that don't fit the vision of the General Plan. When the policies and provisions of that plan are considered a top priority, the city will continue to grow reasonably and rationally and will result in Beaumont being a hometown of which we can all be proud.

G2-41

Sincerely yours,

Mary A. Daniel  
P O Box 2041  
Beaumont, CA 92223

## Christina Taylor

---

**From:** Mary Daniel <mad4brtx2@gmail.com>  
**Sent:** Monday, May 09, 2022 3:18 PM  
**To:** Christina Taylor  
**Subject:** Re: Appendix L on DEIR Summit Station

Thank you!

On Mon, May 9, 2022 at 11:03 AM Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:

Yes ma'am. Understood and I will make sure your comment is noted for the record and provided to Planning Commission and Council.

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212 | Fax (951) 769-8526  
[BeaumontCa.gov](mailto:BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

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**From:** Mary Daniel <mad4brtx2@gmail.com>  
**Sent:** Monday, May 9, 2022 10:47:48 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Subject:** Re: Appendix L on DEIR Summit Station

Christina: Thank you for the clarification. I don't trust a document that uses statements for the sole purpose of misleading the reader – like the one indicating the city produced the DEIR document. As far as I'm concerned that was written to make people think the city is supporting this inappropriate proposal and that therefore there is nothing that can be done to oppose it. I certainly hope that isn't true. Of course I really don't trust ANY statement made or written by a developer. That comes from 15 years of reading EIRs. Thank you for your help. Mary Daniel

G2-42

On Mon, May 9, 2022 at 10:03 AM Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:

Hi Mary,

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As for writing the EIR, the developer does pay for and have a consultant prepare the EIR. The City has a firm with Planning and other technical experts who does a peer review on behalf of the City. The document is the City's document because we are the lead/responsible agency according to CEQA but the applicant pays all costs not the City.

Hope this helps. . If you need any other information please let me know and I'm happy to provide it.

CHRISTINA TAYLOR

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From: Mary Daniel <[mad4brtx2@gmail.com](mailto:mad4brtx2@gmail.com)>  
Sent: Monday, May 9, 2022 9:58 AM  
To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Subject: Re: Appendix L on DEIR Summit Station

Hi Christina: Still haven't received the Appendix L with the summary of issues raised during the public scoping meeting. Waiting for it so I can finish my response to the DEIR Summit Station. Thank you for your help. Mary Daniel

G2  
43

On Wed, May 4, 2022 at 10:51 AM Mary Daniel <[mad4brtx2@gmail.com](mailto:mad4brtx2@gmail.com)> wrote:

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G2  
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On Tue, May 3, 2022 at 7:57 PM Christina Taylor <[CTaylor@beaumontca.gov](mailto:CTaylor@beaumontca.gov)> wrote:

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**Sent:** Monday, May 2, 2022 9:28:38 AM  
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**Subject:** Re: Appendix L on DEIR Summit Station

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### **Christina Taylor**

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#ACITYELEVATED

From: Mary Daniel <[mad4brtx2@gmail.com](mailto:mad4brtx2@gmail.com)>  
Sent: Wednesday, April 27, 2022 10:07 AM  
To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Subject: Cost of General Plan 2040

A question: How much did the City of Beaumont pay for the latest General Plan? And when was it approved. Thanks for your help. Mary Daniel

G2  
48

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***Responses to Comment Letter G2 – Mary Daniel***

- G2-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-2** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-3** As discussed in **Section 4.10, Land Use and Planning** of the DEIR, CEQA requires that an EIR consider whether a Project would conflict with any applicable land use plan, policy, or regulation (including, but not limited to a general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating environmental effect(s). This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction’s general plan. The broader general plan consistency determination considers all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a project is evaluated in terms of whether the proposed site plan, project design, and/or development within a given location would substantially impede implementation of an adopted plan or policy resulting in a significant environmental effect. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.
- The Project site is presently designated as “Single Family Residential” by the General Plan. A new Specific Plan and a General Plan Amendment would change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses. Because approval of the Specific Plan and General Plan Amendment are part of the overall Project approvals, it is appropriate to measure consistency with the General Plan with these Project components in mind. As such, the conclusion in the DEIR is correct.
- G2-4** Comment noted. Refer to response to comment G2-3, above.
- G2-5** The City respectfully disagrees with the commentor. On September 26, 2006, City Planning Commission (Commission) held a public hearing on the Sunny-Cal Specific Plan, North Brookside Community Plan, Sphere of Influence Amendment, and Annexation to the City. After the conclusion of the public testimony, the Commission closed the public hearing and continued the Project to November 14, 2006, at which time the Commission requested refinements to the Sunny-Cal Specific Plan and took action to recommend City Council approval of the Project.

On July 17, 2007, the City Council held a public hearing on the Project. At the conclusion of the public testimony, the City Council closed the public hearing and after consideration of the Project, requested elimination of the North Brookside Community Plan component of the Project and a revision to the Sphere of Influence Amendment to include only that territory within the boundaries of the Sunny-Cal Specific Plan area. The approved 2007 Sunny-Cal Specific Plan document incorporated the City Council's direction.

The previous Project Applicant for the Sunny-Cal Specific Plan never moved forward with the development of the Sunny-Cal project even though they had approvals to do so. As such, the property was sold and the current Project Applicant has submitted an application for a new specific plan.

Adoption of the proposed Specific Plan (SP2021-0005) is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

**G2-6** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.

**G2-7** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzed and discloses all traffic-related impacts associated with the proposed Project.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

**G2-8** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1. The comment restates the impact determination regarding cumulative air pollutant emissions impacts. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.

**G2-9** Comment noted. This comment summarizes the commenter's views on the increase in vehicle trips and opines that feasible mitigation includes denying the Project. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. **Section 4.2, Air Quality**, of the DEIR fully analyzed and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

- G2-10** This comment states that truck emissions would be detrimental to human health and that current legislation in California prohibits warehouse use within 1,000 feet of a residential use. A health risk assessment (HRA) was conducted pursuant to the South Coast Air Quality Management District's (SCAQMD's) Health Risk Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions, the SCAQMD Risk Assessment Procedures, and guidance from the Office of Environmental Health Hazard Assessment (Refer to DEIR **Appendix B**). Results of the HRA indicate that construction and operation of the Project would not result in significant cancer or non-cancer risks (refer to DEIR pages 4.2-50 through 4.2-55 and DEIR **Appendix B**, Table 8). With regard to California legislation prohibiting the siting of warehouse uses within 1,000 feet of residential use, this legislation is pending and has not been promulgated. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-11** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1. The comment restates the description and effects of diesel particulate matter (DPM). The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-12** As discussed in **Section 4.10, Land Use and Planning**, the baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents (inclusive of the General Plan). The determination that a Project component will or will not result in "substantial" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components. The proposed Project would be consistent with the City's Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP upon Project approval. As such, inconsistency with City land use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.
- A Health Risk Assessment (HRA) was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. As discussed in **Section 4.2** of the DEIR, localized construction and operational emissions would not exceed applicable SCAQMD localized thresholds. In addition, the results of the HRA indicate that the Project would not result in significant cancer or non-cancer risks. Therefore, the Project would not produce localized air pollution in a way that would impact existing air quality-sensitive receptors. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-13** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1. The comment restates that the Project would be inconsistent with the AQMP. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.

- G2-14** As discussed in **Section 4.2, Air Quality**, of the DEIR, ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to particulate matter, CO, O<sub>3</sub>, and NO<sub>2</sub>. **Table 4.2-1** of the DEIR includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making. This is standard industry practice.
- G2-15** This comment is a quote from the DEIR. The comment restates the significance determination with regards to GHG emissions. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-16** The comment summarizes the commenters view of the City's inability to control on-road motor vehicle emissions. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-17** This comment is a quote from the DEIR. The comment restates the potential health effects of community noise. **Section 4.11, Noise** of the DEIR, noise associated with construction activity would be limited to the hours between 6:00 A.M. and 6:00 P.M. during the months of June through September and between 7:00 A.M. and 6:00 P.M. during the months of October through May, pursuant to City Municipal Code § 9.02.111. In addition, no sounds would exceed 55 dBA for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school. As shown in **Table 4.11-10**, project construction would not exceed the Federal Transit Administration's noise threshold as noise levels would not exceed 70 dBA, interior noise levels would attenuate to 55 dBA or less (conservatively assuming 15 dBA outdoor to indoor noise reduction with windows open). Therefore, noise levels when measured in the interior of the nearest occupied residence would not exceed the City's threshold of 55 dBA at any time and impacts would be less than significant. Lastly, concerning operational noise, **Tables 4.11-13** through **4.11-15**, concluded that the Project at Project buildout (2027) and Project horizon year (2040) would not create significant noise impacts. Refer to **Section 4.11, Noise** for more information.
- G2-18** The comment summarizes the commenters view of the subjectivity of noise and the noise from semi-trucks. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Refer to response G2-17 and **Section 4.11, Noise** for more information.
- G2-19** The comment summarizes the commenters view of the potential cumulative traffic noise impact resulting from operation of the Project and other projects in the vicinity. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.



- G2-20** The comment summarizes the commenters view of the City's responsibility to protect the health and welfare of its citizens with respect to noise. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-21** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-22** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-23** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-24** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-25** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-26** The BCVWD 2020 Urban Water Management Plan (UWMP) discusses the Beaumont Basin and the Project WSA addresses the UWMP and addresses the current condition of water supply and known future projects.
- G2-27** The BCVWD 2020 Urban Water Management Plan (UWMP) discusses the Beaumont Basin and the Project WSA addresses the UWMP and addresses the current condition of water supply and known future projects.
- G2-28** The supply of recycled water is related to drainage or stormwater quality. The Project has an approved Hydrology Report and Water Quality Management Plan.
- G2-29** The Project has made provisions to use recycled water once available via the City's recycled water system.
- G2-30** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-31** Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Gorgonio Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino

Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant.

**G2-32** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.

**G2-33** Refer to **Section 4.1, Aesthetics, Light, and Glare** of the DEIR. As noted in **Section 4.1**, all aesthetics impacts were deemed to be less than significant.

**G2-34** As discussed in Chapter 3, Project Description, the Project includes the following approvals:

**Specific Plan Adoption. SP2021-0005**

Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

**General Plan Amendment No. PLAN2021-0656**

The Project site is presently designated as "Single Family Residential" by the General Plan. A General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses.

**Tentative Parcel Map No. PM2021-0009**

The Specific Plan area is comprised of several parcels. The Project includes a Tentative Parcel Map (TPM) to create five legal development parcels and would dedicate the rights-of-way for utility easements, if required by the City.

**Plot Plan/Site Plan (Plot Plan) No. PP2021-0388**

Three separate Plot Plans for the Project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new and driveways is proposed. A separate Plot Plan/Site Plan will be required for each building area within the Specific Plan. Statutory Development Agreement

A statutory development agreement, authorized pursuant to California Government Code § 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable. Ministerial actions that follow the initial approvals include the following:

- Grading Plans/Permits
- Improvement Plans

- Final Map review and approval (City), recordation (County)
- Jurisdictional Permits (if required by agencies)

With the approvals listed above, the Project would be consistent with the General Plan and Zoning Map.

Additionally, to further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. The Project also proposes to preserve a total of 30.6 acres of permanent open space within planning area 3 to ensure that adjacent uses are adequately separated from the Project.

- G2-35** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-36** Pursuant to PRC 21100 and in accordance with the guidance in CEQA Guidelines §15126.6, the City conducted an alternatives analysis that includes a range of reasonable alternatives that would feasibly attain most of the basic objectives of the Project consistent with CEQA §15124(b), while avoiding or lessening impacts. The Project Applicant cannot propose to develop a project on parcel(s) that they do not own or control. See DEIR **Section 6.0** for a discussion of alternatives considered.
- G2-37** Refer to response to comment G2-31, above.
- G2-38** The DEIR fully analyzes and disclosed all impacts associated with the Project, including transportation related impacts. Refer to **Section 4.15, Transportation**, for additional information.
- G2-39** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-40** Comment noted. Refer to DEIR **Section 6.0** for a discussion of alternatives considered for additional analysis.
- G2-41** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-42** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-43** Comment noted. The City communicated with the commentor that **Appendix L** was provided on the City's website. Additionally, hard copies of the DEIR and appendices are located at City Hall, and on State Clearinghouse's website located at <https://ceganet.opr.ca.gov/2021090378/2>

- G2-44** Refer to response to comment G2-43, above.
- G2-45** Refer to response to comment G2-43, above.
- G2-46** Refer to response to comment G2-43, above.
- G2-47** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-48** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

## Comment Letter G3 – Allan Lovelace

**From:** [Allan Lovelace](#)  
**To:** [Christina Taylor](#); [Allan Lovelace](#)  
**Subject:** Beaumont Summit Station comments  
**Date:** Saturday, April 23, 2022 11:08:15 PM

---

Dear Christina Taylor:

I am writing to request that my comments in this email be included in opposition to the proposed Beaumont Summit Station warehouse project.

G3-1

There is not adequate water for the project. As stated in the report for the project, rainfall has decreased in the area. Southern California is in the grips of the worst drought in 1,200 years. Also, the State Water Project has announced additional significant reductions in water delivery.

G3-2

I also oppose the project because of its additional dust that is already a severe problem in the area, along with the significant air pollution that will come from the many diesel trucks that will visit the warehouse.

G3-3

I know that the additional tax revenue that would come from the warehouse must be appealing, but the timing could not be worse for this warehouse project. If the city would wait another 10 or 15 years, the drought may have passed and by then most trucks will use electric power. Please do the right thing and wait until the drought and California's water woes have passed. And please wait until most trucks use electric power.

G3-4

Thank you.

Allan Lovelace  
810 Bogey Drive  
Beaumont, CA 92223

P.S.: I am retired, a resident of Beaumont, and not affiliated with a company or nonprofit.

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***Responses to Comment Letter G3 – Allan Lovelace***

- G3-1** Comment noted.
- G3-2** A Water Supply Assessment (WSA) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project. Refer to **Appendix I** for additional information.
- G3-3** The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information.
- G3-4** Comment noted. Refer to responses to comments G3-2 and G3-3, above, for additional information regarding water supply and air quality impacts related to the Project.

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## Comment Letter G4 – Gayla Faux

**From:** [Gayla Faux](#)  
**To:** [Christina Taylor](#)  
**Subject:** Beaumont Summit Station Plan  
**Date:** Monday, April 25, 2022 12:27:26 PM

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Is the City of Beaumont considering building more warehouses along Cherry Valley on opposite side of the monstrosity under construction currently. If so, how do the resident of Beaumont protest this travesty? I just ran across a proposal from October 2021.

G4-1

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***Responses to Comment Letter G4 – Gayla Faux***

- G4-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G5 – Dolores Weitz

From: [Tadevil](#)  
To: [Christina Taylor](#)  
Subject: BEAUMONT SUMMIT STATION  
Date: Friday, April 22, 2022 11:46:32 AM

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RE: Exeter Cherry Valley Land, LLC

We are the owners of 7.99 acres on Fabian Lane, Assessment#407190007-8.  
Also in partnership 34.75 acres Ass#407180002-2, 15.37 acres Ass#407170012-0.6.20 acres  
Ass#407170011-9 and HANNON MUTUAL WATER CO. Ass#407140003-9 TOTAL 64 .Plus acres  
We are in favor of the proposed project. We feel the need for progress in the area., and can be reached  
the following ways:  
Thank you for your consideration.

DOLORES WEITZ  
17720 MAGNOLIA BLVD #312  
ENCINO,CALIF 91316

PHONE:310 730-3525

E-MAIL: TADEVIL@AOL.COM

G5-1

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***Responses to Comment Letter G5 – Dolores Weitz***

**G5-1**      Comment noted.

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## Comment Letter G6 – Pablo Soto

**From:** Pablo Soto <sotopa1993@gmail.com>  
**Sent:** Friday, April 22, 2022 9:23 PM  
**To:** Christina Taylor  
**Subject:** Re: Summit Station Draft EIR Notice of Availability

Christina Taylor,

While I am very disappointed that The City of Beaumont is still entertaining this project, I am not the least bit surprised. I understand you must always entertain any business venture for the citizens of Beaumont, but I totally disagree with another “warehouse” being proposed for this area. Commerce Center....really???? Come on, It’s a warehouse. Please relay this to everyone involved. It’s a warehouse. Lipstick on a pig if you will. I truly believe The City of Beaumont will approve this project because it’s the furthest piece of land from City Hall, and none of you will see it from your offices. I’m sure most City Hall employees work from home, or “telework”, so it won’t bother them one bit. But it bothers me and the people living in Stetson. Please consider the concerns of the people who live hundreds of feet from it, and who will have to live with the diesels, the traffic, the noise, the trash...oh, and more diesels. It is very unfortunate, it’s demoralizing, and it’s insulting that our beautiful neighborhoods will soon look like Gotham City. I honestly do not understand any of your impact report, and whoever prepared it knows that the average person won’t either. This “warehouse” is NOT needed, and I look forward to it failing entirely. I appreciate you notifying us, the concerned citizens that are most directly affected by this project, and as much as I would like to berate and yell at you, and the City, I realize that you have a job to do. And, that just isn’t who I am. Just please understand how much we don’t want this project to go through. I am actually too angry and tired to continue writing, I look forward to opposing this project in person to you at your next public forum. Thank You.

G6-1

G6-2

G6-3

On Wed, Apr 20, 2022 at 9:02 PM Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:

Greetings,

You are receiving this email because you have requested to be notified of project related activity for the proposed Summit Station Specific Plan.

Attached is the Notice of Availability for the Draft EIR for the proposed project. A link to view the Draft EIR is contained in the attached document or the Draft EIR and other related documents can be found on the City’s website here <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

Information on the public hearings and how to provide comments is included in the attached document.

The City looks forward to receiving your comments.

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### ***Responses to Comment Letter G6 – Pablo Soto***

**G6-1** The commentor is correct, in that the Project does include a warehouse component. More specifically, the Project is proposed as follows:

**Planning Area 1 (Parcels 1, 2, and 3)** is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

**Planning Area 2 (Parcel 4)** would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

**Planning Area 3 (Parcel 5)** would remain as permanent open space.

Lastly, the distance between the Project and Beaumont City Hall is irrelevant as it pertains to approval/disapproval of the Project. The Project is located in a semi-rural area of Beaumont, adjacent unincorporated Riverside County. Development associated with the Project is not located directly adjacent to any residential neighborhoods.

**G6-2** Please consider that 100's of man hours were spent thoroughly evaluating the potential impacts associated with 18 environmental resources areas for the Project. Traffic/transportation impacts are evaluated in DEIR **Section 4.15** and noise impacts are evaluated in DEIR **Section 4.11**.

Also note that traffic (diesel) circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic (diesel) associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Refer to **Section 3.0, Project Description** and **Section 4.15, Transportation** of the DEIR which discusses the Project's circulation system and recommended improvements. Additionally, refer to page 4.15-19 of the DEIR for more information which describes the Project site access improvements. Project traffic would not overrun roadways associated with residential neighborhoods. Lastly, permanent open space would separate the Project from Stetson to the south.

**G6-3** Comment noted. Mr. Soto will remain on the Project distribution list for any future communications pertaining to the Project.

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## Comment Letter G7 – Steve Mehlman

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**From:** steven mehlman <smehlman@beaumontca.gov>  
**Sent:** Monday, April 25, 2022 1:12 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Hi. Hope you had a nice weekend.

Two questions: 1. Where can I find the name, address and, if possible, website for the developer?

G7-1

2. Do you plan on having a public hearing before or after the June 6 deadline for comments. Reason I asked is that I'll be out of state from 5/24 to 6/6. I'd hate to miss it.

G7-2

Thanks.

Steve Mehlman

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**Christina Taylor**

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**From:** Steve Mehlman <smehl1506@aol.com>  
**Sent:** Thursday, April 28, 2022 12:08 PM  
**To:** Christina Taylor  
**Subject:** Comments on Summit Station warehouse proposal draft EIR

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

For example:

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

G7-3

G7-4

G7-5

***Responses to Comment Letter G7 – Steve Mehlman***

- G7-1** The name of the Project Applicant, as presented in the Notice of Availability, is Exeter Cherry Valley Land, LLC.
- G7-2** The Project would be presented to the City Council and the Planning Commission at hearings, on dates yet to be determined, following the close of the comment period, June 6, 2022.
- G7-3** Impacts to sensitive receptors were evaluated in DEIR **Section 4.2: Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.
- G7-4** According to Attachments B-1 and B-2 of the Project's Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.
- G7-5** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- Additionally, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

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## Comment Letter G8 – Richard Hobson

**Christina Taylor**

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**From:** Richard Hobson <RHobson@csusb.edu>  
**Sent:** Wednesday, April 27, 2022 5:31 PM  
**To:** Christina Taylor  
**Subject:** Re: Summit warehouse

Shouldn't the polluters be financing this monitoring of the air instead of the taxpayers via AQMD?  
Someone else should run the monitoring operation, of course, but the polluters themselves should be paying for it. No?

G8-1

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**From:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Sent:** Wednesday, April 27, 2022 1:12 PM  
**To:** Richard Hobson <RHobson@csusb.edu>  
**Subject:** RE: Summit warehouse

Good afternoon,

The Draft Environmental Impact Report can be found here on the project page  
<https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

The Air Quality and Green House Gas sections provide details on how the measurements and analysis were performed.

Typically AQMD is responsible for air quality monitoring devices. I am not aware of any in our area but AQMD may be able to advise if there are any in the Pass Area.

CHRISTINA TAYLOR  
*Community Development Director*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



**From:** Richard Hobson <RHobson@csusb.edu>  
**Sent:** Wednesday, April 27, 2022 12:20 PM  
**To:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Subject:** Summit warehouse

How will the increase in pollution be measured? Tailpipe emissions from the trucks? Do we have air pollution monitoring sites around Cherry Valley and Beaumont? G8-2

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#### Christina Taylor

**From:** Richard Hobson <RHobson@csusb.edu>  
**Sent:** Wednesday, April 27, 2022 12:20 PM  
**To:** Christina Taylor  
**Subject:** Summit warehouse

How will the increase in pollution be measured? Tailpipe emissions from the trucks? Do we have air pollution monitoring sites around Cherry Valley and Beaumont? G8-3

***Responses to Comment Letter G8 – Richard Hobson***

- G8-1** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G8-2** This comment addresses the method in which emissions increases is measured. Increases in emissions attributed to the Project have been estimated and summarized in **Section 4.2** of the DEIR. With regard to air pollution monitoring stations within the vicinity of the Project, the nearest monitoring station is the Banning Airport Monitoring Station located approximately 9.5 miles to the southeast of the site. A summary of pollutant concentrations from the years 2018, 2019, and 2020 is included in **Section 4.2** of the DEIR. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G8-3** See response to comment G8-2.

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## Comment Letter G9 – Eugene De Fouw

### Christina Taylor

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**From:** Gene De Fouw <geneadefouw@yahoo.com>  
**Sent:** Wednesday, June 01, 2022 9:49 AM  
**To:** Christina Taylor; Eugene A DeFouw  
**Subject:** Re: Summit Station Warehouse & Mega Warehouse

Got it.

Sure hope it helps in their decision making. It didn't make much difference in all the letters written against the Cherry Valley warehouse decision.

It all comes down to \$\$\$\$ money for the city & maybe indirectly \$\$ or favors & benefits in the decision makers pockets. Looking for a decision that favors our citizens and what's BEST for our health & future traffic congestion.

G9-1

Will be interesting to see what the decision is. I'm not optimistic that the Decision will favor those who live here.

G9-2

Gene

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, June 1, 2022, 9:27 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for your comments. They will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR

*Deputy City Manager*

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

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[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

**Christina Taylor**

**From:** Eugene A DeFouw <eadefouw@icloud.com>  
**Sent:** Tuesday, May 31, 2022 7:28 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse & Mega Warehouse  
**Attachments:** Warehouses.docx

**MEGA WAREHOUSES**

***The 'elephant in the room' that no one seems to want to talk about.***

That **ELEPHANT** is how much **TOTAL traffic** = semi-trucks, delivery & maintenance trucks and employee vehicles will be added to area's highways with the approval of any warehouse.

A recent news article from another state indicated.... "that a **50 dock Amazon facility** would add 400 workers resulting in 2,800 car trips/day plus over 70 Amazon trucks and semi-truck stalls turning out 265 semi-

trailers {over 5 trucks per dock} over a 24-hour period. During peak morning & afternoon hours that facilities trips would rise to **400-500 total per-hour.**"

On a 24/7 basis that facility would introduce up to **1,750 trucks plus 14,000 vehicles = 15,750 total vehicles** per week to the area roads.

**Cherry Valley Mega. Warehouse**

Riverside County approved a 200-dock warehouse on Cherry Valley Blvd, near I-10 freeway. When they obtained approval for that warehouse, they had claimed they would add only **200** semi-tucks /24-hour day to our highway system. Only one truck/bay per day. **I beg to differ!** When you multiply that traffic volume by 5 (based on the news article) = 1,000 Trucks/day plus up to 1,000 workers = 7,000 vehicles and then add delivery & maintenance vehicles, you are looking at over 8,000 vehicles per day. Then in one week - 7 days = 49,000 vehicles per week to the Cheery Valley Blvd. and **I-10 corridor. We are most likely looking at a PARKING LOT** on the I-10 Freeway in 10 years or less.

The residents fought that warehouse zoning change approval by writing over 1,000 letters to the county. We found out later that those letters were never turned over to the county supervisors nor the warehouse company and the issues presented were never addressed by the **EIS** (Environmental Impact Statement). So, the county approved the project over the resident's objection with only the company's input.

From professional management experience in managing several automotive supplier companies with over 25 trucking bays, operating on an 8-hour day – 5 days/week; we would average one truck in and out every 2 hours. Hence, we yielded 4 trucks/bay x 25 bays = 100 trucks/day. That occurred over 30-40 years ago in a non-automated warehouse. A fully automated warehouse should be able to put in or out one truck every hour.

The emission output from most diesel trucks is the highest when the truck first starts-up the engine and when the trucks are traveling in low gear, which is the case near warehouses. There are companies that manufacturer patented diesel engine add-ons that significantly improved 'cold engine startup' and reduced cold engine emissions. Those products are still available if the trucking companies order them. I would guess that the emissions data that is used for semi-trucks for the EIS is the "over-the-road" average emissions not the start-up & low gear emissions. Hence, air pollution will be significantly increased around warehouses in the county.

**Summit Station Warehouse – Beaumont**

G9-3

As I understand this warehouse proposal, it would add 300 bays more to the Cherry Valley/ Brookside Ave. roads; however, the proposal would NOT have on and off ramps added to the I-10, for the Brookside Blvd; hence, all of the added traffic would all be channeled through Cherry Valley Blvd.

G9-4

Another way to look at this issue is:

*"What would a fully automated warehouse, operating at peak efficiency over a 24/7 period yield in increased traffic?"*

This fully automated type of warehouse could push through up to one (1) truck per bay per hour. Therefore, 300 bays x 24 hours = **7,200 semi-trucks per day** x 7 days = **50,400 semi-trucks per week**, plus employee, vendor, restaurant, office buildings, etc. & residential traffic. The total traffic load for this project could be as much as **73,000 vehicles/week**. **Even if it were half that amount it is significant.**

That's without adding the existing Cherry Valley Warehouse (under construction) traffic. I have found no discussion planning about adding multiple lanes in each direction to the I-10 freeway around the Cherry Valley exit. When you add both projects together, we could see upwards of 120,000 total additional vehicles per week. **How many more lanes would need to be added to the I-10 to handle all this traffic?**

G9-5

The I-10 is already a very congested freeway, especially during peak AM & PM travel times and east-bound on Fridays and west-bound on Sunday-PM.

Does anyone really think that the present I-10 highway corridor can handle that many more semi-trucks & vehicles per week?

Riverside County is looking at a total mess of dogged, congested [*a parking lot*] traffic in the next 5-10 years. I am not aware of any plans to expand the 10 freeway with many more lanes both west and/or east. between Beaumont & Redlands. Driving on the 10; we find it is already nearly impossible to exit off a ramp when there is a solid lane (sometimes two lanes - side-by-side) jammed full back-to-back with semi-trucks for hundreds of yards. It is like the Great China Wall against an exit side-by-side.

G9-6

I haven't even addressed the Warehouse being presently build in Banning with others proposed. The cities of Banning, Beaumont and Calimesa & Riverside County are looking at polluted, grid lock on our highways, within the next 5-10 years. I just read today that there will be a 4.1 million Sq.Ft. Amazon warehouse built in Ontario – which would add even more trucks to the I-10 & 60 highways going through Beaumont.

If we continue approving the addition of more and more warehouse's; vehicle travel will be nearly impossible. We will sit hours in traffic jams, trying to drive to Redlands or Palm Springs. Beaumont needs office type businesses, a step-up in restaurants vs. more fast food, and a rejuvenated downtown. Our city council should concentrate on getting other businesses vs. more warehouses. Please listen to your residents and act accordingly.

**When does this STOP?** We wrote over 1,000 letters to stop the Cherry Valley Warehouse, but it still is being build. Disgusting!

Respectfully Submitted,

Gene DeFouw ~ BS, BSE, MSE  
Past President / CEO / Business Owner  
Retired - Solera Oak Valley Greens  
Beaumont, CA  
909-800-8453  
[eadefouw@iCloud.com](mailto:eadefouw@iCloud.com)

## MEGA WAREHOUSES

*The 'elephant in the room' that no one seems to want to talk about.*

That ELEPHANT is how much TOTAL traffic = semi-trucks, delivery & maintenance trucks and employee vehicles will be added to area's highways with the approval of any warehouse.

A recent news article from another state indicated... "that a 50 dock Amazon facility would add 400 workers resulting in 2,800 car trips/day plus over 70 Amazon trucks and semi-truck stalls turning out 265 semi-trailers (over 5 trucks per dock) over a 24-hour period. During peak morning & afternoon hours that facilities trips would rise to 400-500 total per-hour." On a 24/7 basis that facility would introduce up to 1,750 trucks plus 14,000 vehicles = 15,750 total vehicles per week to the area roads.

### Cherry Valley Mega. Warehouse

Riverside County approved a 200-dock warehouse on Cherry Valley Blvd, near I-10 freeway. When they obtained approval for that warehouse, they had claimed they would add only 200 semi-trucks /24-hour day to our highway system. Only one truck/bay per day. I beg to differ! When you multiply that traffic volume by 5 (based on the news article) = 1,000 Trucks/day plus up to 1,000 workers = 7,000 vehicles and then add delivery & maintenance vehicles, you are looking at over 8,000 vehicles per day. Then in one week - 7 days = 49,000 vehicles per week to the Cherry Valley Blvd. and I-10 corridor. We are most likely looking at a PARKING LOT on the I-10 Freeway in 10 years or less.

*The residents fought that warehouse zoning change approval by writing over 1,000 letters to the county. We found out later that those letters were never turned over to the county supervisors nor the warehouse company and the issues presented were never addressed by the EIS (Environmental Impact Statement). So, the county approved the project over the resident's objection with only the company's input.*

From professional management experience in managing several automotive supplier companies with over 25 trucking bays, operating on an 8-hour day – 5 days/week; we would average one truck in and out every 2 hours. Hence, we yielded 4 trucks/bay x 25 bays = 100 trucks/day. That occurred over 30-40 years ago in a non-automated warehouse. A fully automated warehouse should be able to put in or out one truck every hour.

The emission output from most diesel trucks is the highest when the truck first starts-up the engine and when the trucks are traveling in low gear, which is the case near warehouses. There are companies that manufacturer patented diesel engine add-ons that significantly improved 'cold engine startup' and reduced cold engine emissions. Those products are still available if the trucking companies order them. I would guess that the emissions data that is used for semi-trucks for the EIS is the "over-the-road" average emissions not the start-up & low gear emissions. Hence, air pollution will be significantly increased around warehouses in the county.

### Summit Station Warehouse – Beaumont

As I understand this warehouse proposal, it would add 300 bays more to the Cherry Valley/Brookside Ave. roads; however, the proposal would NOT have on and off ramps added to the I-10, for the Brookside Blvd; hence, all of the added traffic would all be channeled through Cherry Valley Blvd.

Another way to look at this issue is:

*"What would a fully automated warehouse, operating at peak efficiently over a 24/7 period yield in increased traffic?"*

G9-7



## MEGA WAREHOUSES

This fully automated type of warehouse could push through up to one (1) truck per bay per hour. Therefore, 300 bays x 24 hours = 7,200 semi-trucks per day x 7 days = 50,400 semi-trucks per week, plus employee, vendor, restaurant, office buildings, etc. & residential traffic. The total traffic load for this project could be as much as 73,000 vehicles/week. **Even if it were half that amount it is significant.**

That's without adding the existing Cherry Valley Warehouse (under construction) traffic. I have found no discussion planning about adding multiple lanes in each direction to the I-10 freeway around the Cherry Valley exit. When you add both projects together, we could see upwards of 120,000 total additional vehicles per week. **How many more lanes would need to be added to the I-10 to handle all this traffic?**

The I-10 is already a very congested freeway, especially during peak AM & PM travel times and east-bound on Fridays and west-bound on Sunday-PM.

Does anyone really think that the present I-10 highway corridor can handle that many more semi-trucks & vehicles per week?

Riverside County is looking at a total mess of clogged, congested *(a parking lot)* traffic in the next 5-10 years. I am not aware of any plans to expand the 10 freeway with many more lanes both west and/or east between Beaumont & Redlands. Driving on the 10; we find it is already nearly impossible to exit off a ramp when there is a solid lane (sometimes two lanes - side-by-side) jammed fullback-to-back with semi-trucks for hundreds of yards. It is like the Great China Wall against an exit. side-by-side

I haven't even addressed the Warehouse being presently build in Banning with others proposed. The cities of Banning, Beaumont and Calimesa & Riverside County are looking at polluted, grid lock on our highways, within the next 5-10 years. I just read today that there will be 4.1 million Sq.Ft. Amazon warehouse built in Ontario – which would add even more trucks to the I-10 & 60 highways going through Beaumont.

If we continue approving the addition of more and more warehouse's; vehicle travel will be nearly impossible. We will sit hours in traffic jams, trying to drive to Redlands or Palm Springs. Beaumont needs office type businesses, a step-up in restaurants vs. more fast food, and a rejuvenated downtown. Our city council should concentrate on getting other businesses vs. more warehouses. Please listen to your residents and act accordingly.

**When does this STOP?** We wrote over 1,000 letters to stop the Cherry Valley Warehouse, but it still is being build. Disgusting.

Respectfully Submitted,

Gene DeFouw - *as, asst, MBE*  
Past President / CEO / Business Owner  
Retired - Solera Oak Valley Greens  
Beaumont,  
909-800-8453  
eadefouw@iCloud.com

CA

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***Responses to Comment Letter G9 – Eugene DeFouw***

- G9-1** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-2** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-3** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-4** Traffic circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Refer to **Section 4.11, Transportation**, page 4.15-19 for more information which describes the Project site access improvements. Furthermore, Planning Area 3 would be preserved as permanent open space.
- According to DEIR Exhibit 3.0-6: Conceptual Site Plan, the Project could add 425 dock doors. However, this conceptual site plan is shown for illustrative purposes as one potential layout. Final site planning will be provided as part of implementing project site plan review submittals
- G9-5** According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.
- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
  - Add turn pockets along Cherry Valley Boulevard approaching on-ramps
  - Add pedestrian crosswalks and curb ramps
  - Reconstruct and realign on- and off-ramps
  - Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
  - Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
  - Install new traffic signals
  - Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
  - Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

- G9-6** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-7** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

## Comment Letter G10 – Carol Marquez

6/6/22

City of Beaumont

Planning Dept.  
660 Orange Ave. Unit H  
Beaumont, CA 92320

Re: Industrial Complex Zoning on Cherry Valley Blvd.

Dear Planning Dept. Staff:

I have recently reviewed the EIR for the Sunny Cal Specific Plan to allow 2,557,465 sq. ft. of e-commerce uses on or near Cherry Valley Blvd. near the 10 fwy.

Please register my opposition to this land use due mostly to the fact that the EIR states that air quality impacts from the operation of this project cannot be mitigated to comply with State air quality thresholds. I live within a mile as the crow flies of this project. This area is bordered by hills and mountains which contain the toxic gases emitted by diesel trucks and other vehicles travelling to and from this type of facility.

G10-1

In addition to air quality is the unsightliness of this much industrial in one place and the excessive traffic from hundreds of truck and automobile trips per day.

G10-2

If this project continues I will be willing to participate in a CEQUA filing to stop it. I hope you understand that residents like me want to keep our area clean, natural, and beautiful as it is.

G10-3

Sincerely,



Carol Marquez  
Box 515  
Calimesa, CA 92320

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***Responses to Comment Letter G10 – Carol Marquez***

**G10-1**      Comment noted.

**G10-2**      Visual impact were evaluated in **Section 4.1, Aesthetics**, of the DEIR and were found to be less than significant.

**G10-3**      Comment noted.

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## Comment Letter G11 – Kathleen Schneider

**Christina Taylor**

**From:** kathleen schneider <kschneider415@gmail.com>  
**Sent:** Wednesday, June 01, 2022 9:38 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am opposed to the development plan, especially to the warehouses. I feel that it is too close to housing and that the noise and pollution will be too much for a residential/ rural area. I have a 2nd home (built in 2011 and in an appreciably more expensive / upscale neighborhood - the people backing on the street have said that they sometimes feel vibrations inside their homes) approximately 1/4 mile from truck activity and their noise level inside the house is a constant background and outside it is really noticeable (also at times the fumes are more noticeable than others). I feel the report understates the effect of the noise.

I don't think the area infrastructure is designed for the increased traffic and the gridlock will be worse than Highland Springs. I would imagine (based on prior projects) that any mitigation would be at least a decade or more in the future. K. Schneider

G11-1

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***Responses to Comment Letter G11 – Kathleen Schneider***

**G11-1** Comment noted. Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impacts are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.

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 Project and other projects in the vicinity.

See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

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## Comment Letter G12 – Rodger Thompson

**Christina Taylor**

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**From:** roger@tcreis.com  
**Sent:** Tuesday, May 31, 2022 7:03 PM  
**To:** Christina Taylor  
**Cc:** roger@tcreis.com  
**Subject:** Summit Station development

Christina:

Thank you for the opportunity to voice my opposition to the General Plan Amendment to allow the development of the project known as Summit Station. The City of Beaumont, along with citizen input, recently approved the General Plan for the City of Beaumont. I do not believe this amendment and approval of the Summit Station project is for the benefit of the citizenry of Beaumont. This parcel is a perfect location to build custom SFR properties on half acre lots. The demand for such a product would seem to be of great benefit to a developer in maximizing their profit, and adding value to the City of Beaumont.

G12-1

My own personal home sits upon the ridge line on Santa Paula Court. The Summit Station would negatively effect the citizens living within Statson development if this project were to be developed. I understand when I purchased my own home in 2009, that one day there would be a future development, including residential homes from approximately 9 feet (single-story SFR) to 20 feet (2-story SFR) in height. With the passage of this Amendment, the impact of a 36 foot to 40 foot high concrete wall will remove forever my view of the valley and Cajon Pass, all the while lowering the value of my property and my neighbors in the Statson Community.

G12-2

I would ask the Planning Commission and City Council to leave the existing SFR requirement within the General Plan, which has been recently approved by the City Council and the community.

G12-3

I thank you in advance for your consideration.

Rodger Thompson

Dr. Terri Thompson  
Ryan Thompson  
Truman Thompson

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***Responses to Comment Letter G12 – Rodger Thompson***

- G12-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G12-2** Permanent open space and undeveloped land would separate the Project from Stetson to the south. Visual impact were evaluated in DEIR **Section 4.1, Aesthetics**, and were found to be less than significant. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G12-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G13 – Linda Amarante

**Christina Taylor**

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**From:** Linda Amarante <lamarante.1980@gmail.com >  
**Sent:** Monday, May 30, 2022 2:28 PM  
**To:** Christina Taylor  
**Subject:** NO to Summit Station

Hello,

I am a homeowner in the Stetson Community right off of Brookside Ave. and understand that the city is looking into developing the field across the street from our community.

I strongly disagree with this. I bought my home specifically in this neighborhood because it was a rural area and not very much traffic, noise and congestion. Slowly but surely the traffic is getting worse and worse in this area already and if the field was to be developed it would be extremely worse than what it already is. Not only does this plan increase the noise and traffic it will also affect the safety of our neighborhood. This will bring more questionable individuals to this area along with additional homeless individuals which can lead to multiple safety concerns.

G13-1

I will definitely protest this development and if it does go through as planned I will be looking to put my house on the market. Like I said before the city has grown tremendously over the last few years and the logistics are not getting any better. The streets need improvement. We are constantly being told we need to conserve water and crime is going up.

G13-2

Beaumont used to be a nice quiet and peaceful city to raise a family and live in, that has changed.

Concerned homeowners with an absolute NO to this plan.

Linda Amarante

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***Responses to Comment Letter G13 – Linda Amarante***

**G13-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Permanent open space and undeveloped land would separate the Project from Stetson to the south. Noise/vibration impacts are analyzed in DEIR **Section 4.2, Air Quality** and transportation impacts in DEIR **Section 4.15, Transportation**. There is no justification that the Project would affect the safety of the neighborhood.

**G13-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G14 – Helen Messrah

**Christina Taylor**

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**From:** Helen <qtgramy@aol.com>  
**Sent:** Monday, May 30, 2022 9:59 AM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

05/30/2022

To the city of Beaumont:

My name is Helen Messrah and I have lived in Cherry Valley for 65 years. I am hereby expressing my grave concerns regarding the warehouse explosion that has cast a dark shadow on our community. In the 60's we fought to preserve these beautiful rural open spaces in this pristine valley by having the minimum 1 acre parcel for a person to build on. Cherry Valley's boarder was all the way to then 14th street now Oak Valley Parkway. Developers annexed Beaumont to Brookside Ave. so they did not need to comply with the 1 acre rule. Then to Cherry Valley Blvd. for the High School and the Sunny Cal Property. I live on Cherry Valley Blvd. Just down from the High School and at 8 am and 3:30 pm there are over 500 cars in front of my house, you can not drive down Beaumont Ave. during those times because of all the school traffic. Those of us that live in Cherry Valley cannot get into town or to the freeway. The warehouse now on Cherry Valley Blvd. will cause major traffic congestion. It is heartbreaking to see what is happening to our community. Please do not let this Summit Station Warehouse project be built!

Sincerely

8895 Cherry Valley Blvd.  
Cherry Valley, CA. 92223  
(951 318 0611)

G14-1

G14-2

G14-3

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***Responses to Comment Letter G14 – Helen Messrah***

- G14-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G14-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G14-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G15 – Gerald Griffin

**Christina Taylor**

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**From:** Gerry Griffin <rembrandt\_73@msn.com>  
**Sent:** Saturday, May 28, 2022 3:34 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

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**Subject:** Summit Station

My name is Gerald Griffin. I'm a 75 yr. old combat veteran that retired from the Union Pacific Railroad. I purchased a home in Solera in Beaumont in part because of the rural quiet setting. Like many other Solera residents, a large portion of my estate is invested in my home. The addition of the Summit Warehouse to the warehouses already on Cherry Valley Blvd. is going to turn this area into an industrial zone devaluing our property. At 75 yrs. old, I like many other Solera residents lack the capital and energy to relocate.

G15-1

I am also concerned about the traffic issues. They still have not resolved the traffic issues where Cherry Valley Blvd. intersects I-10. During peak hours it is gridlock. In the unfortunate scenario that they are allowed to build the warehouse, or any other project for that matter, the traffic issues should be address before they are allowed to open the doors. Thank you.

G15-2

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### ***Responses to Comment Letter G15 – Gerald Griffin***

**G15-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Additionally, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

**G15-2** According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

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## Comment Letter G16 – Mark and Audrey Larsh

**Christina Taylor**

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**From:** Audrey Larsh <audreylarsh@yahoo.com>  
**Sent:** Saturday, May 28, 2022 12:52 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Christine,

We are writing you regarding the proposed Summit Station that is up for a vote on June 28th.

My husband and I located to Beaumont two years ago from Orange County. We looked forward to having this be our forever home and enjoy what the community has to offer.

However, now that we have lived the horrors of the freeway; crowded with trucks, large potholes, tire debris, and vehicle damage caused by the same debris and with the infrastructure that can't support it, we regret our decision.

Why would Beaumont want to be known for warehousing, this is a community that will not survive such a massive building. The plan to even suggest such a space speaks to greed and tax revenue vs. developing a city with an environment where people enjoy living. There is already a lack of shopping, restaurants and infrastructure to get from one place to another. In fact the roads in the city are some of the worst we've ever experienced anywhere in or out of state, and the additional truck traffic that a massive warehouse will bring will only further contribute to the poor road conditions and already dangerous driving conditions.

A massive warehouse is about to begin operation shortly in Cherry Valley which will not only bring noise, pollution and increased traffic but also depreciate the property/housing values in that market. Why do you wish to destroy the current peaceful environment in Beaumont and destroy what Beaumonts residences have built up over the years and specifically annihilate an existing 55 and over community at Solera when it's residence moved here to avoid such structures and the noise and chaos they create.

I am sure the concerns of the residents of Beaumont regarding this warehouse will not be considered and instead the City Council will roll out the red carpet for this structure.

However, the day this warehouse is approved Beaumont will lose two residents as we will not live in a community that chooses warehouses first, and the lives and well being of it's residents last.

Respectfully,

Mark and Audrey Larsh

[Sent from Yahoo Mail for iPad](#)

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***Responses to Comment Letter G16 – Mark and Audrey Larsh***

**G16-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G16-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**Planning Area 2 (Parcel 4)** would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

**G16-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis.

Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impacts are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

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## Comment Letter G17 – Patricia Skriletz

### **Christina Taylor**

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**From:** PMS Supreme <pmskriletz@gmail.com>  
**Sent:** Tuesday, May 10, 2022 11:52 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I just heard yet another large warehouse is being planned in Cherry Valley. Please don't approve this! Traffic at the I-10 freeway and Cherry Valley exit is already building and will be awful when the huge warehouse north of Cherry Valley Blvd opens. The Highland Springs exit is already a mess.

I know politicians don't care about the people they are supposed to represent. I know they receive money for voting in the developers' best interests.

It's just so gross.

Patricia Skriletz  
a concerned Cherry Valley resident

G17-1

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***Responses to Comment Letter G17 – Patricia Skriletz***

**G17-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

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## Comment Letter G18 – Patricia Norcutt

**Christina Taylor**

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**From:** Patricia Norcutt <pnorcutt@yahoo.com>  
**Sent:** Thursday, April 28, 2022 5:29 PM  
**To:** Christina Taylor  
**Subject:** Summit Warehouses

Please, please don't do this to our city and our residents. The trucks, the traffic, the noise and pollution is already is over the top. I live off Highland Springs in Four Seasons where thanks to poor planning and decisions on the part of Banning City government, we face a huge warehouse project to the east of us. Enough.

G18-1

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

G18-2

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

G18-3

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

G18-4

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Patricia Norcutt  
Quiet Creek  
Beaumont

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***Responses to Comment Letter G18 – Patricia Norcutt***

- G18-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impact are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.
- G18-2** Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.
- G18-3** According to **Attachments B-1 and B-2** of the Project’s Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.
- G18-4** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- Development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

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## Comment Letter G19 – John and Sandra Stearn

**Christina Taylor**

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**From:** Jerry Stearn <stearn@outlook.com>  
**Sent:** Thursday, May 26, 2022 6:56 AM  
**To:** Christina Taylor  
**Subject:** SUMMIT STATION

Respectfully, Please Please Please do Not Vote for the Summit Station Project , think of all your Senior Citizens and the children that will be born close the polluting warehouse that will possibly have health issues.

Take a minute and think of all your constituents that do not want Summit Station and not the Money. The roads at Summit Station are not build for thousands of trucks using them.

G19-1

Thank you,

John and Sandra Stearn

1689 S Forest Oaks Dr

Beaumont, CA 92223

—  
This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

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***Responses to Comment Letter G19 – John and Sandra Stearn***

**G19-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.

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## Comment Letter G20 – Wiltraud Dukes

**Christina Taylor**

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**From:** Wiltraud Dukes <wiltraud.dukes@gmail.com>  
**Sent:** Wednesday, May 25, 2022 5:31 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

Ms. Christina Taylor

I am a Beaumont resident, living in Solera. I am writing in response to the planning of the Summit Station Warehouse at Brookside in Beaumont. It is unbelievable that the City Counsel would even consider a huge warehouse in our community. The Inland Empire has already its share of mega warehouses whose trucks cause crowded streets and freeways, damage our roads and most of all poison our air. We know that air pollution caused by the Diesel fumes from the trucks cause pulmonary health problems. Is there no concern for the health of the elderly who are mostly at risk and live close by? What about the children at Brooks Elementary School which is just a few hundred yards down the road? What about the students of Beaumont High School?

G20-1

I strongly oppose the construction of the Summit Station Warehouse in our neighborhood. I sincerely hope that Beaumont's City Counsel will consider the negative impact this warehouse would have on the life and the health of the residents and therefore DOES NOT approve the construction of Summit Station!

G20-2

Sincerely

Wiltraud Dukes

"BEAUMONT CARES"

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***Responses to Comment Letter G20 – Wiltraud Dukes***

**G20-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.

**G20-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G21 – Janet Hawkesworth

### Christina Taylor

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**From:** Janet Hawkesworth <sdffirefly1414@gmail.com>  
**Sent:** Wednesday, May 25, 2022 11:21 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

As a resident of Solera Oak Valley Greens, I strongly oppose the idea of more warehouses here in our lovely community. Please, please vote against Summit Station. Thank you,  
Janet Hawkesworth

G21-1

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***Responses to Comment Letter G21 – Janet Hawksworth***

- G21-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G22 – Lane Joel

**Christina Taylor**

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**From:** Lane Joel <lsjoel46@gmail.com>  
**Sent:** Wednesday, May 25, 2022 9:59 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I've read that the City of Beaumont is considering the Summit Station construction just outside the gates of my community (Solera Oak Valley Greens). When I purchased my home, we were all told the "chicken farm" was being demolished and a housing was to replace it. That didn't seem too bad to me. Now there is a consideration of warehouse on this property with semi-trucks in and out of this new complex every hour of every day. Has the City, County and State considered what the air quality will be for us senior citizens that live across the street from this massive building? What are we going to do with all the traffic that will come with over 1000 trucks a day?

G22-1

I believe there are more appropriate places in Beaumont for a project as described, but not across the street from a senior community. We (the City of Beaumont) had no control regarding the monstrosity being constructed on Cherry Valley Blvd. as it fell into the County of Riverside. This project is in our City and we should have a say in what is constructed on the vacant land or at the very least put a building that falls within the City future. Warehousing in the middle of a residential area doesn't fall in the City future in this location.

G22-2

I strong urge a NO vote on this project.

G22-3

Lane Joel  
Solera Resident

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***Responses to Comment Letter G22 – Lane Joel***

**G22-1** Development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.

According to **Attachments B-1 and B-2** of the Project's Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.

See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

**G22-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G22-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G23 – Kevin Trudgeon

**Christina Taylor**

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**From:** cvtrudgeons@aol.com  
**Sent:** Tuesday, May 24, 2022 8:02 PM  
**To:** Christina Taylor  
**Subject:** SUMMIT STATION

My wife and I strenuously oppose the Summit Station project based on the facts that a zoning change from residential to commercial and light industrial is needed, and the location directly opposite of residential communities. Changing the zoning is reason enough to question this project as it is obviously in a residential area, but the traffic and traffic pollution and noise pollution are extremely detrimental to the surrounding communities. Also, and most important to homeowners is the affect on property values to have such a monstrosity located so close to our homes.

G23-1

Kevin Trudgeon  
1722 Snowberry Road  
Beaumont, CA 92223  
951-237-5830

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***Responses to Comment Letter G23 – Kevin Trudgeon***

**G23-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Development associated with the Project would not be located directly adjacent to residential communities, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impacts are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G24 – Joyce Bartholomew

**Christina Taylor**

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**From:** Joyce <jobart1645@gmail.com>  
**Sent:** Tuesday, May 24, 2022 1:35 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

City Council;

Please do not allow yet another warehouse to be built in our Beaumont community. We were betrayed by County of Riverside Supervisors who allowed the monstrosity to be built on Cherry Valley Blvd. G24-1

Hopefully our pleas will be heard.

Joyce Bartholomew  
1645 Hibiscus Ct.  
Beaumont, CA 92223

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***Responses to Comment Letter G24 – Joyce Bartholomew***

- G24-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G25 – Sharon Geiser

**Christina Taylor**

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**From:** Sharon Geiser <sharkgei.2015@gmail.com>  
**Sent:** Tuesday, May 24, 2022 12:43 PM  
**To:** Christina Taylor  
**Subject:** Beaumont summit Station

As a resident of Beaumont I am opposed to the Summit Station project due to its proximity to a residential area and a proposed park to be built across the street from the designated location for this project. Beaumont is a fast growing city and we need to make sure that all future development takes into consideration the air quality of all residents in the Pass area.

G25-1

Traffic is also a concern as we already have traffic jams on every major artery in the Pass area! Beaumont has industrial areas that have been set aside for developments of this nature.

G25-2

Regards,  
Sharon Geiser  
1689 Quiet Creek

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***Responses to Comment Letter G25 – Sharon Geiser***

**G25-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to DEIR **Section 4.2, Air Quality**, for additional information.

**G25-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G26 – Julio and Gwen Clementin

**Christina Taylor**

**From:** Joe Clementin <joeeclementin51@gmail.com>  
**Sent:** Monday, May 23, 2022 10:39 AM  
**To:** Christina Taylor  
**Subject:** Re: Summit Station Project

Hello Miss Taylor, and The Beaumont City Council,

I am a resident of the Solera Community and have been since 2005. My wife and I moved to this beautiful and peaceful community to get away from the hustle and bustle of the Los Angeles environment. Our mission was to bring a better life for ourselves in our remaining years. In the past seventeen years we have seen much growth in and around Beaumont. We expected as much when we made our move knowing the area had much appeal for younger families to make a start. Many new family homes have been, and continue to be built here. New schools have been built since we moved here and we have participated in supporting the Beaumont School District. There are also several 55 and up communities in and around Beaumont as well as ranches and farmlands. I believe it is a great mixture of diverse living.

G26-1

The introduction of these large warehouse facilities are not only a bother to many of us, but a concern as well. Mostly I don't see the sense in placing these large facilities near communities with elementary schools, and the elderly. Of course the dangers of diesel exhaust and 'big rig' movement in the area does not hold benefit for any age group. I'm sure the City Council knows as well as the rest of us that our current Infrastructure (roads, streets etc.) is not viable for warehouse activity, which includes the increase in traffic flow and the other issues that come with it. Besides these truths, I must ask, "**Why do we need another warehouse facility in our area anyway ????!!**" I totally understand the rights of land-owners when it comes to selling or developing property, however, the turning of this land into commercial use within communities thriving with families and the elderly is **REPREENSIBLE!** I also believe these large land/commercial propositions have become a money frenzy opportunity for all involved and that consideration towards the residents of these surrounding communities has become a sham!

G26-2

G26-3

I implore you to do the right thing, and vote down this commercial land project proposition!!

Thank you for your time and consideration!

Very best regards,  
Julio and Gwen Clementin  
819 Annandale Rd.  
Beaumont, CA 92223  
(951) 769-7237

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***Responses to Comment Letter G26 – Julio and Gwen Clementin***

- G26-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G26-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.
- See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.
- G26-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G27 – Penny Key

**Christina Taylor**

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**From:** Penny Key <pennykey12@gmail.com>  
**Sent:** Monday, May 23, 2022 9:46 AM  
**To:** Christina Taylor  
**Subject:** Beaumont warehouse

Hello Ms. Taylor,

I am a resident of Four Seasons. I moved here in 2012 because of the peaceful and healthy environment. I am distressed and appalled at the number of warehouses being built in our community. And now there is another gargantuan building being proposed for Beaumont, with its attendant traffic and pollution problems. I strongly protest this warehouse! Does Beaumont really have to be this greedy?

G27-1

Surely there other ways to bring business development to Beaumont than to distort its very character? Additionally, there has to be other things that are equally important to money such as neighborhood relationships, community character, home improvements campaigns (ala HGTV's shows "Good Bones", "Hometown" and "Bargain Block") and our beautiful views.

G27-2

Thank you for considering my opinion.

Take good care,  
Penny Key  
1594 Turtle Creek  
Beaumont, CA 92223  
310-650-2662

Sent by Owl

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***Responses to Comment Letter G27 – Penny Key***

- G27-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G27-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G28 – Steve Rutledge

**Christina Taylor**

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**From:** Steve Rutledge <[srutledge27@gmail.com](mailto:srutledge27@gmail.com)>  
**Sent:** Monday, May 23, 2022 9:43 AM  
**To:** Christina Taylor  
**Subject:** New Warehouse

**Ms. Taylor:**

As a member of the Pass Democratic Club, the Four Seasons Blue club, as well as serving as the Vice Chairman of San Geronio Memorial Hospital's Board of Directors, I implore you to stop the insanity of throwing open the doors of Beaumont to another warehouse. This one I understand is to be 2.5 million square feet.

G28-1

In addition to damage a warehouse would do to our ecology and air quality, I am concerned, for obvious reasons, about how a warehouse like that would impact traffic. It would hinder emergency vehicles trying to reach San Geronio Memorial Hospital, and at some point would surely cost the life of someone in desperate need of emergency assistance.

G28-2

I am left to wonder if this is the cause of the mysterious and sudden departure of former City Manager Todd Parton?

Please don't make the same mistake the Banning City Council did in approving a warehouse adjacent to Sun Lakes. Some of us, myself included, moved her for the tranquility offered in the Pass area, and this warehouse is the antithesis to that environment.

G28-3

Sincerely,

Steve Rutledge  
1594 Turtle Creek  
Beaumont, CA 92223

(424) 222-1288  
[srutledge27@gmail.com](mailto:srutledge27@gmail.com)

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***Responses to Comment Letter G28 – Steve Rutledge***

- G28-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G28-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G28-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G29 – Bettie Erickson

**Christina Taylor**

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**From:** bettie erickson <bjoerickson@gmail.com>  
**Sent:** Sunday, May 22, 2022 1:09 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Please do not let another big rig warehouse be built in this area. We have multiple housing in the surrounding area both seniors and family. This project would impact all our lives in ways that can't be undone. The wind in this area already brings many people with allergies and breathing problems to suffer daily. I beg you to vote no on this new project.

G29-1

Sent from my iPhone

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***Responses to Comment Letter G29 – Bettie Erickson***

- G29-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G30 – Diane Gell

**Christina Taylor**

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**From:** Diane Gell <d\_gell@hotmail.com>  
**Sent:** Sunday, May 22, 2022 10:57 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

To whom it may concern,

I strongly oppose the Summit Station warehouse. The impact that this would have on transportation and traffic would be horrific to local homeowners. Cherry Valley Blvd. will already be greatly impacted by the new warehouses being built closer to the 10 freeway. For folks like myself who live in Solera, I am already using Oak Valley Blvd. to avoid all the construction currently going on. This often adds time to my drive coming eastbound. This new proposal would overwhelm the roads and impact prices of homes in this area greatly. Please fight against this for your citizens of Beaumont.

G30-1

Thank you,

Diane Gell

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***Responses to Comment Letter G30 – Diane Gell***

- G30-1** Comment noted. **Section 4.15, Transportation**, of the DEIR fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G31 – Ronnie Zacker

**Christina Taylor**

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**From:** ronnie zacker <soleraronnie@gmail.com>  
**Sent:** Saturday, May 21, 2022 7:01 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

I am totally opposed to building yet another mega warehouse near Solera OVG's 55+ Community as well as the Junior High and High School just down the street on Brookside which would be heavily impacted.. This absolutely will have a severe effect on the air we breathe, whereby causing more traffic, congested roads and freeways, as well as destroying our environment and natural habitat. Riverside County and San Bernardino County have the **WORST** Air Quality in the NATION! That, on its own merit should deter your decision!

G31-1

I strongly urge you to rethink your decision.

Sincerely,  
Ronnie Zacker  
HOA Board VP of Solera OVG

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***Responses to Comment Letter G31 – Ronnie Zacker***

- G31-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. **Section 4.3, Biological Resources**, fully analyzes and discloses all impacts associated with biological resources and habitat.

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## Comment Letter G32 – Tim Pavlian

**Christina Taylor**

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**From:** Tim Pavlian <tahoe@flyingcub@hotmail.com>  
**Sent:** Saturday, May 21, 2022 12:38 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

You can add my name to the growing list of individuals in opposition to the proposed Summit Station development. The one just north on Cherry Valley Blvd. was too much. Traffic has become unbearable on the I-10 and offramps at Cherry Valley Blvd. and Oak Valley Blvd. We just don't have the roads, intersections, and infrastructure to handle all this massive development. Please stop this insanity.

G32-1

Tim Pavlian  
1543 High Meadow Dr.  
Beaumont

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***Responses to Comment Letter G32 – Tim Pavilian***

- G32-1** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, the Project would be conditioned to pay fair share impact fees and TUMF fees for all roadway improvements to support the proposed Project. Refer to **Appendix K** beginning on page 47 for a list of roadway improvements required of the proposed Project.

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## Comment Letter G33 – Michael Tulledge

**Christina Taylor**

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**From:** mmtulledge@netzero.net on behalf of mmtulledge@netzero.com  
**Sent:** Saturday, May 21, 2022 11:00 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

Please don't burden us with yet another Fulfillment Center On Brookside. Aren't 2 enough? Think of your constituents instead of the money. Please.

Thank you for your consideration,

Michael Tulledge  
Marcia Tulledge  
1767 Dalea Way (Solera)  
Beaumont Ca 92223

G33-1

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***Responses to Comment Letter G33 – Michael Tulledge***

- G33-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G34 – Carol Ennis

**Christina Taylor**

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**From:** CAROL ENNIS <ennisc@aol.com>  
**Sent:** Saturday, May 21, 2022 9:15 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am totally against putting the Summit Station warehouse in Beaumont. It would be directly across from the senior community of Solera where most of the residents are in their 70's and 80's and have respiratory problem.

G34-1

Carol Ennis  
966 Hidden Oaks Drive  
Beaumont, CA 92223

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***Responses to Comment Letter G34 – Carol Ennis***

- G34-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G35 – Albert Sanderson

**Christina Taylor**

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**From:** Albert Sanderson <albert.r.sanderson@me.com>  
**Sent:** Friday, May 20, 2022 5:27 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

**I am writing to express my strong opposition to the Summit Station Project, the proposed amendment to allow the building of industrial properties and commercial buildings along Brookside Ave. While the local community may be unable to prevent development, that in itself will be detrimental to the area, nearly all residents in the Stetson neighborhood are completely opposed to the addition of Industrial and commercial buildings that will cause traffic and safety problems, destroy local wildlife habitat, and potentially lower the property values of the existing community.**

G35-1

G35-2

**Traffic and safety of pedestrians are major areas of concern. Traffic jams at the Cherry Valley Blvd / 10 fwy On and Off ramps have already been substantially increased by the construction and future large vehicle traffic from the current addition of industrial building along Cherry Valley Blvd. This will become a serious issue that will affect many residents and will only be increased by the addition of Summit Station.**

G35-3

**Wildlife has been observed in the area, and any development will destroy their habitat. Any planned development of the property should consider the continuing impact to local wildlife habitat.**

G35-4

**Property values are likely to go down in the area if the area directly adjacent to our neighborhood is allowed to contain industrial buildings due to the increased noise and air pollution.**

**Before council members were to vote to allow something of this nature they must consider how they would feel if this was to be built next to their own neighborhood. Growth of the city is important, but not at the determinant of our homes and health.**

G35-5

Thank you,  
Albert Sanderson  
Stetson Neighborhood Resident

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***Responses to Comment Letter G35 – Albert Sanderson***

- G35-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G35-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. **Section 4.3, Biological Resources**, fully analyzes and discloses all impacts associated with biological resources and habitat. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G35-3** Refer to response to comment G35-2, above.
- G35-4** **Section 4.3, Biological Resources**, fully analyzes and discloses all impacts associated with biological resources and habitat. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G35-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G36 – Phil and Carolyn Bonanno

**Christina Taylor**

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**From:** Itbon1@verizon.net  
**Sent:** Friday, May 20, 2022 5:15 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Ms. Taylor, We wish to formally notify you of our abject dismay with the Summit Station plan. This email serves as our notice that we are absolutely against this proposed commercial use of these lands directly across from both the Stetson and the Solera Communities. It means more pollution that school children and elders must deal with and is a very real health risk. Further, the non-stop traffic issues would make this a less than acceptable place to continue to live. Thank you for listening. Please let our voices be heard.

G36  
-1

G36  
-2

Phil and Carolyn Bonanno  
1570 High Meadow Dr.  
Beaumont, Ca. 92223

951 769 9110

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***Responses to Comment Letter G36 – Phil and Carolyn Bonanno***

- G36-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G36-2** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. As identified in **Section 4.15**, the proposed Project would result in significant cumulative transportation impacts.

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## Comment Letter G37 – Cathy Frates

**Christina Taylor**

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**From:** Cathy Frates <cathy.frates@verizon.net>  
**Sent:** Friday, May 20, 2022 4:07 PM  
**To:** Christina Taylor  
**Subject:** warehouse

please stop the building of ANOTHER warehouse-the first one should never have been allowed near homes-there is plenty of wide open spaces elsewhere

G37-1

[Sent from the all new AOL app for iOS](#)

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***Responses to Comment Letter G37 – Cathy Frates***

- G37-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G38 – Lisa and Tony Lucchesi

**Christina Taylor**

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**From:** Lisa Lucchesi <coolamom@yahoo.com>  
**Sent:** Friday, May 20, 2022 3:34 PM  
**To:** Christina Taylor  
**Subject:** BEAUMONT SUMMIT STATION

To whom it may concern on the Beaumont Planning Commission,

We (myself, husband and various neighbors of Solera) are vehemently against this Summit Station Project. We campaigned furiously against the warehouses (No Way Gateway) currently being constructed and it all fell on deaf ears, or stuffed pockets.

G38-1

Until the County of Riverside, Caltrans and the City of Beaumont can fix the infrastructure needed to even deal with the city's population boom, building this project would be terrible for the homeowners, traffic on Brookside and Cherry Valley Blvd, not to mention the off and on ramps of the 10 freeway. It already gets backed up, just with parents heading to and from schools to pick up their children. I am just waiting for the current warehouses to open and see how many accidents happen when a semi pulls out in front of cars going 45-55mph or turns in front of someone. We do not need another warehouse/eyesore dotting our nice open landscape. The jobs that these provide are not high paying and with all of the other jobs available right now, this project is not needed. If you are going to build a project, forget the warehouses and get more entertainment, restaurants, shopping and infrastructure.

G38-2

G38-3

I know we have a severe drought in California and rolling blackouts during the summer, so why are we using 10,000 gallons for each water truck to spray the dirt to grade pads for these behemoths? The amount of trucks and water needed for these projects would be enough water for several homes already here. Also, all of the electricity to keep these giant buildings air conditioned and running 24/7. It's okay for business to use our precious water and power, but not current residents? And the pollution of all of those diesel trucks pulling in and out!

G38-4

Please think about the people in Beaumont that moved here for a nice town and open spaces that are now fighting gridlock and pollution.

G38-5

No one that I have spoken to is for this project, and every time I drive by the Gateway Project, I get angry. Please don't let this happen to Beaumont.

Thank you,

*Lisa and Tony Lucchesi  
Resident of Solera  
Cherry Valley Blvd commuter*

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***Responses to Comment Letter G38 – Lisa and Tony Lucchesi***

- G38-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G38-2** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, the Project would be conditioned to pay fair share impact fees for all roadway improvements to support the proposed Project. Refer to **Appendix K** beginning on page 47 for a list of roadway improvements required of the proposed Project.
- G38-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G38-4** Comment noted. The DEIR fully analyzes and discloses all impacts associated with both wet and dry utilities required of the proposed Project for both construction and operations phases. Refer to **Section 4.17, Utilities and Service Systems**, for a full assessment of potential impacts. As disclosed in **Section 4.17**, implementation of the proposed Project would not result in significant and unavoidable impacts to either electricity and/or water supply.
- G38-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G39 – Ann C. Hasbargen

**Christina Taylor**

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**From:** Ann <achas4@rrsigns.com>  
**Sent:** Friday, May 20, 2022 11:29 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I support the resolution, opposing, the proposed Beaumont Summit Station Warehouse.

G39-1

Sincerely,

Ann C. Hasbargen

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***Responses to Comment Letter G39 – Ann C. Hasbargen***

- G39-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G40 – Jonathon Lanza

**Christina Taylor**

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**From:** Jon Lanza <jonlanza@hotmail.com>  
**Sent:** Wednesday, May 18, 2022 7:51 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

**Good evening, if you don't have time to read this entire email I just want to start out by saying, please consider the traffic issues this new commercial development will cause.**

I just wanted to quickly voice some concerns about the new summit station project that could possibly be developed across from the Stetson Neighborhood which is where I live. I don't know the pros and cons of the economic or environmental impact of this project and I won't pretend to either. I would think more commercial real estate and businesses would bring more revenue and increase the value to our beautiful city.

G40-1

The one thing that affects me that I can definitely speak on is traffic. If I had one thing that I would want to be considered when this Summit Station project is being developed, is how it will affect traffic. Beaumont has always been behind the curve in developing new roads and infrastructure for the significant growth this city has seen. Cherry Valley blvd. is now drastically busier with the new businesses that have been built just south of the I-10 and I consistently sit in traffic while waiting to get on the freeway. (It's usually not much but it used to be non-existent).

G40-2

I just really hope there is thought about the increased flow of traffic that both Brookside and Cherry Valley Blvd. will see if this project is developed. Please consider adding lanes to both streets, possible on or offramps at Brookside Ave. or anything to make it better before the development is built, not after.

G40-3

Thank you for your time!

Jonathon Lanza  
Oakhurst Ct. Resident

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***Responses to Comment Letter G40 – Jonathon Lanza***

- G40-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G40-2** Comment noted. **Section 4.15, Transportation**, analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, the Project would be conditioned to pay fair share impact fees and TUMF for all roadway improvements to support the proposed Project. Refer to **Appendix K** beginning on page 47 for a list of roadway improvements required of the proposed Project. Additionally, as identified in **Section 4.15**, the proposed Project would result in significant cumulative transportation impacts.
- G40-3** Refer to response to comment G40-2, above.

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## Comment Letter G41 – Rafael Gutierrez

**Christina Taylor**

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**From:** Rafael Gutierre <gutierrez.rafa@icloud.com>  
**Sent:** Tuesday, May 17, 2022 7:48 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Voting a huge NO for that station to come to my neighborhood.

Sent from my iPhone

G41-1

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***Responses to Comment Letter G41 – Rafael Gutierrez***

- G41-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G42 – Joanna Gutierrez

### Christina Taylor

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**From:** Joanna Gutierrez <jcgq@icloud.com>  
**Sent:** Tuesday, May 17, 2022 7:46 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Please do it bring that to our lovely family oriented neighborhood.

Joanna Gutierrez

G42-1

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***Responses to Comment Letter G42 – Joanna Gutierrez***

- G42-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G43 – Charles and Hildegard Davis

**Christina Taylor**

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**From:** davis\_ch1@verizon.net  
**Sent:** Tuesday, May 17, 2022 10:14 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

As we personally live on the Brookside area of Solera Oak Valley Greens we OPPOSE the Beaumont Summit Station Warehouse buildings. Our homes will be severely downgraded in selling prices and most importantly the air quality for senior citizens that live here will have severe health issues.

Please do not vote for this warehouse building. There are way to many already in this area.

Thank you,  
Charles and Hildegard Davis  
Solera Oak Valley Greens

G43-1

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***Responses to Comment Letter G43 – Charles and Hildegard Davis***

- G43-1** Comment noted. **Section 4.2, Air Quality**, fully analyzes and discloses all air quality related impacts associated with the proposed Project. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G44 – James and Peggy Rockwell

**Christina Taylor**

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**From:** Peggy Rockwell <peggy.a.l.johnson@gmail.com>  
**Sent:** Sunday, May 15, 2022 10:27 AM  
**To:** Christina Taylor  
**Cc:** Peggy A. L. Rockwell  
**Subject:** SUMMIT STATION

As two of 2,500 residents who live in the Solera community, my husband and I OPPOSE the building of warehouses on Brookside Ave. Doing such will create an increased and enormous truck/traffic-infested dilemma, causing delays, increased pollution, etc. that ALREADY impacts residents of Sun Lakes, Four Seasons AND those of us who frequently drive to Highland Springs Rd. to shop. The building and encroachment of warehouses next to the Sun Lakes community will ONLY heighten the already overcrowded situation that exists there! WE DON'T WANT THAT SAME SCENARIO IMPACTING OUR COMMUNITY OF SOLERA!!

G44-1

**DON'T LET MONETARY GAIN BE THE CITY'S REASON TO ALLOW THE CONSTRUCTION OF BUILDINGS ON BROOKSIDE TO BE APPROVED!!**

It is our hope that the concern of all Solera residents will NOT BE neglected, but rather, that its senior citizens (and our neighbors who live in single family homes!) would have a HIGH priority that would be taken into serious consideration. **WE WOULD APPRECIATE IT IF THE CITY OF BEAUMONT WOULD PLEASE VOTE AGAINST THAT PROPOSAL!**

G44-2

Sincerely,

James & Peggy Rockwell

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***Responses to Comment Letter G44 – James and Peggy Rockwell***

- G44-1** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G44-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G45 – Joseph Leon

**Christina Taylor**

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**From:** Joseph Leon <joseph.leon@longbeach@yahoo.com>  
**Sent:** Saturday, May 14, 2022 11:12 AM  
**To:** Christina Taylor  
**Subject:** Re: Summit Station

Thank you Christina.

This is such an important issue. Has there been a big response from homeowners? If not how can we encourage them to respond? If I can be of any help please do not hesitate to ask. G45-1

Joseph

[Sent from Yahoo Mail on Android](#)

On Sat, May 14, 2022 at 10:27 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for taking the time to comment. Your comments will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212 | Fax (951) 769-8526  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

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**From:** Joseph Leon <joseph.leon@longbeach@yahoo.com>  
**Sent:** Friday, May 13, 2022 2:37:44 PM  
**To:** Christina Taylor <Ctaylor@beaumontca.gov>; Christine Rodgers <crodgers@keystonesepacific.com>  
**Subject:** Summit Station

Good Afternoon,

I'm a new homeowner in The Solera 55+ Community I moved from the City of Long Beach because the smog in the LA Port was causing my asthma to flare up. The high traffic congestion and noise is also another reason I left Long Beach for Beaumont.

Building the Summit Station so close to the Solera Community and to the elementary school and high school is not wise for so many reasons.

There are so many other locations that would be suitable for the Summit Station that would not impact the lives of nearby residents and school children.

G45-2

Please vote NO on the Summit Station in our area.

Please listen to the voters needs.

Thank you.

Joseph Leon  
1639 Scottsdale Road  
Beaumont, CA 92223

G45-3

***Responses to Comment Letter G45 – Joseph Leon***

- G45-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G45-2** Comment noted. The DEIR fully analyzes and discloses all air quality and health risk impacts associated with development of the proposed Project. Refer to **Section 4.2, Air Quality**, as well as **Appendix A, Air Quality**, and **Appendix B, Health Risk Assessment**, for additional information. As identified in the DEIR, the proposed 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. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G45-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G46 – Mel and Cecilia Irwin

**Christina Taylor**

**From:** mcromans828@roadrunner.com  
**Sent:** Saturday, May 14, 2022 9:45 AM  
**To:** Christina Taylor  
**Subject:** SUMMIT STATION

We support the Resolution OPPOSING the Beaumont Summit Station Warehouse.

The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera Del Webb would cause serious problems for us seniors in our community.

G46  
1

First, senior citizens are the MOST vulnerable of any age group to respiratory disease that would be caused by pollution from diesel 18-wheel trucks.

G46  
2

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

G46  
3

Third, many of us in Solera live on a fixed, limited income. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

G46  
4

Fourth, the sound factor of these big-rigs coming to and from the warehouse on a continual basis would create an environmental noise hazard that could lead to additional health problems throughout the entire community. These noise factors may also be a contributing factor to "climate change." See, "The Effects of Noise on Health" - Harvard Medicine Review - May 2, 2022.

G46  
5

There are many other appropriate places to build industrial warehouses. Putting them in a residential area, especially across the street from senior communities is NOT appropriate.

G46  
6

We, along with over 2,500 city residents urge the City Council to vote NO on the Summit Station Warehouse proposal.

Mel & Cecilia Irwin  
1188 Wisteria Way  
Beaumont, CA 92223

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***Responses to Comment Letter G46 – Mel and Cecilia Irwin***

- G46-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G46-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G46-3** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G46-4** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G46-5** 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 Project and other projects in the vicinity. Refer to **Section 4.11, Noise**, for additional information.
- G46-6** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G47 – George J. Newlin

**Christina Taylor**

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**From:** George Newlin <geonewlin@yahoo.com>  
**Sent:** Saturday, May 14, 2022 8:56 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I believe approving Summit Station is getting the cart before the horse, as the large warehouse on the north side of Cherry Valley Blvd. is nearing completion, none of the promised infrastructure improvements to the freeway overpass, freeway on and offramps nor street work to allow for the increase in heavy duty traffic. The building of another warehouse in that area before this work has been done will make Cherry Valley Blvd. nearly impassable and freeway entrances and exits unmanageable. They're not great now before warehouse due to new housing on south side of freeway. These items need to be dealt with before approving new warehouses in this area!

G47-1

I am sure jobs have been promised as need for these warehouses, but consider this a large senior community almost directly across Brookhurst Ave., a nursery school, an elementary school and a High school within 4 miles of this project. So these promised jobs will also create many jobs in Doctors offices Hospitals and mortuaries as many study's have shown these effects on respiratory systems in areas near these type of establishments. Please consider this before authorizing any further truck traffic near these vulnerable areas.

Thank You  
George J. Newlin  
1648 Snowberry Rd.  
Beaumont, Ca. 92223  
951-663-8479

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***Responses to Comment Letter G47 – George J. Newlin***

- G47-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Additionally, see DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

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## Comment Letter G48 – Ron Bogle

**Christina Taylor**

**From:** Ron Bogle <r.bog@verizon.net>  
**Sent:** Friday, May 13, 2022 11:29 AM  
**To:** Christina Taylor  
**Subject:** SUMMIT STATION

The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera would cause serious problems for the seniors in our Solera 55+ community. | G48-1

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks. | G48-2

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike. | G48-3

Third, many of us in Solera live on a fixed, limited incomes. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes. | G48-4

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities is NOT appropriate. | G48-5

**Please urge the Beaumont City Council to vote NO on the Summit Station Warehouse proposal.**  
**Thank**  
**you.**

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***Responses to Comment Letter G48 – Ron Bogle***

- G48-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G48-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G48-3** Traffic (diesel) circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic (diesel) associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Refer to **Section 3.0, Project Description** and **Section 4.15, Transportation** of the DEIR which discusses the Project's circulation system and recommended improvements. Additionally, refer to page 4.15-19 of the DEIR for more information which describes the Project site access improvements. Project traffic would not overrun roadways associated with residential neighborhoods. Refer to **Section 4.15, Transportation**, for additional information.
- G48-4** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G48-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G49 – Shirley Slick

**Christina Taylor**

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**From:** shirley <bslick2@roadrunner.com>  
**Sent:** Friday, May 13, 2022 7:44 AM  
**To:** Christina Taylor  
**Subject:** Summit station

City Council of Beaumont: I firmly oppose the proposed warehouse summit station. Please do not let this happen. Please consider the local schools,, the air quality and the traffic situation on the I-10 and the intersection at Cherry valley Blvd. One huge warehouse is ENOUGH!!!

G49-1

Shirley Slick  
1776 Brittney Rd  
Beaumont CA

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***Responses to Comment Letter G49 – Shirley Slick***

- G49-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.

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## Comment Letter G50 – Marcia Beyer-Casem

### Christina Taylor

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**From:** Marcia Casem <mac-extra@msn.com>  
**Sent:** Thursday, May 12, 2022 10:30 AM  
**To:** Christina Taylor  
**Subject:** RE: Summit Station

Thank you,

Marcia

Sent from [Mail](#) for Windows

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**From:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Sent:** Thursday, May 12, 2022 9:44:24 AM  
**To:** Marcia Casem <mac-extra@msn.com>  
**Subject:** RE: Summit Station

Thank you for your comments. They will be provided to the decision makers and noted for the record.

CHRISTINA TAYLOR  
*Community Development Director*

City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212  
[BeaumontCa.gov](http://BeaumontCa.gov)  
[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



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**From:** Marcia Casem <mac-extra@msn.com>  
**Sent:** Thursday, May 12, 2022 9:21 AM  
**To:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Subject:** Summit Station

Good Morning Christina:

**Christina Taylor**

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**From:** Marcia Casem <mac-extra@msn.com>  
**Sent:** Thursday, May 12, 2022 9:21 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

Good Morning Christina:

I am a resident of Solera Oak Valley Greens Assoc. and I am opposed to the Summit Station proposal with every breath I take. I worked in Mira Loma for 12 years and each year I had to do a report for the company (SWOT) which included Threats. This included environmental concerns. Mira Loma had the worst air quality in the country due to TRUCKS. There are nothing but warehouses, distribution centers and manufacturing from before the 60 to the 15 freeways on Etiwanda Ave. People can't say that Beaumont is windy and will blow bad air away. Mira Loma has more and stronger winds than Beaumont.

Many seniors in this community have breathing problems, and I am one of them. I moved to Beaumont in 2005 because of the small town feel and clean air. You may not think that one more project like this will hurt anything, but look what's coming at the east end of Moreno Valley, the World Logistic Center project, which is going to pollute our air and freeway with 14,000 trucks a day. I consider this in our own backyard, and now Beaumont is literally going to put one in my backyard. I absolutely hate driving on Cherry Valley Blvd. now because of the new construction there. What will the proposed one do to Brookside? This will have a negative effect on our property values, and I sincerely doubt that our property taxes will be reduced enough to cover our medical expenses required because of our declining health from this project.

Please vote against this project. It is NOT good for Beaumont or for the residents of Beaumont!

Thank you for your consideration,

Marcia Beyer-Casem  
1718 S. Forest Oaks Dr.  
Beaumont, CA. 92223

Sent from [Mail](#) for Windows

G50-1

G50-2

***Responses to Comment Letter G50 – Marcia Beyer-Casem***

- G50-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project.
- G50-2** Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**, and transportation impacts are assessed in **Section 4.15, Transportation**. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G51 – Kathleen Maroste

### Christina Taylor

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**From:** Kathy Maroste <jafarakat@gmail.com>  
**Sent:** Thursday, May 12, 2022 8:09 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am writing to you regarding my extreme concern about Summit Station. As a Solera resident, I am already impacted by the first mega-warehouse almost finished on Cherry Valley Blvd. G51-1  
Summit Station would be even closer to Solera. As a senior citizen, this greatly impacts my health with diesel emissions, truck traffic & the value of my property. G51-2  
Please consider the lives of the residents who have already made Beaumont their home, expecting their "golden years" to be tranquil and healthy by voting AGAINST SUMMIT STATION. G51-3

Thank you, Kathleen Maroste, Solera Resident

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***Responses to Comment Letter G51 – Kathleen Maroste***

- G51-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G51-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G51-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G52 – David L. Scott

**Christina Taylor**

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**From:** David <davidlscott10@gmail.com>  
**Sent:** Thursday, May 12, 2022 7:29 AM  
**To:** Christina Taylor  
**Subject:** Summit Station Project

Dear Ms Taylor:

As a resident of Solera Beaumont I am highly opposed to this development. We don't want more traffic congestion and more diesel pollution in Beaumont/Cherry Valley; there's enough of that going on already. We've already seen what all this development is doing to the Banning area; specifically Highland Spring Ave and Sun Lakes area: ridiculous traffic congestion and more to come; enough is enough. Please vote this project down.

G52-1

Sincerely,  
David L. Scott  
1589 Valhalla Ct  
Beaumont, CA 92223

Sent from [Mail](#) for Windows

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***Responses to Comment Letter G52 – David L. Scott***

- G52-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. As identified in **Section 4.15**, the proposed Project would result in significant cumulative transportation impacts.

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## Comment Letter G53 – Vallarie Clegg

**Christina Taylor**

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**From:** ScrappinVall <scrappinval@yahoo.com>  
**Sent:** Wednesday, May 11, 2022 8:20 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

By now, I hope you have received hundreds if not thousands of emails and/or letters opposing the Summit Station warehouses. I don't think I can add any details as to why this would be welcomed in our residential community. I know our HOA board will be attending any meetings concerning this project and representing our Solera community with a firm "NO - WE DO NOT WANT IT HERE" view. I just wanted to add my name to the hundreds of others that say NO. As a voter, I think we should be heard!

PLEASE CONSIDER MY 'NO' VOTE FOR THIS PROJECT.

*Vallarie Clegg  
1754 Dalea Way  
Beaumont, CA*

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***Responses to Comment Letter G53 – Vallarie Clegg***

- G53-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G54 – David and Mary Burke

### Christina Taylor

**From:** David Burke <dmburke@mail.com>  
**Sent:** Wednesday, May 11, 2022 7:20 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

Good Evening,

I wanted to express our opposition for the building of the Summit Station Warehouse. My wife and I moved to the Solera Community to retire. We carefully chose this location because my wife suffered significant lung damage as a result of COVID and this area offered a clean air environment where we could spend the rest of our lives.

G54-1

The Summit Station warehouse project that is proposed to be adjacent to our retirement community would create noise pollution, air pollution, traffic congestion due to the semi-truck traffic, impact the limited wildlife found in our area such as Bobcats, Coyotes, Quail, Rabbits, Squirrels and song birds.

G54-2

There was a reason this planned retirement community was built here, because of the beautiful view, open spaces, clean air and quiet living. This proposed Summit Station warehouse would jeopardize all of the aforementioned items. I am certain you would lose long standing residences and the tax revenue and business revenue this community generates, if this project is approved. The City of Beaumont and local businesses has greatly benefited from the members of the Solera retirement community.

G54-3

While, We understand that the City of Beaumont may be considering how much tax revenue this warehouse will generate for the city, they need to focus on how much they could lose if this project is approved and residence chose to leave the area.

Respectfully,  
David and Mary Burke  
1158 Blackbrush Rd.  
Beaumont, Ca. 92223  
(909) 744-2411

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***Responses to Comment Letter G54 – David and Mary Burke***

- G54-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G54-2** Comment noted. Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; biological resources impacts are assessed in **Section 4.3, Biological Resources**, noise and vibration impact assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.
- G54-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G55 – James Gleason

**Christina Taylor**

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**From:** Jim Gleason <jimg1126@gmail.com>  
**Sent:** Wednesday, May 11, 2022 5:12 PM  
**To:** Christina Taylor  
**Subject:** Summit station warehouse

Hi can you please add me to list to receive updates on this project? I live in Solera and this would be catastrophic.  
Thank you. James Gleason.

G55-1

Sent from my iPhone

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***Responses to Comment Letter G55 – James Gleason***

- G55-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G56 – Joel Sr.

**Christina Taylor**

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**From:** srjoel@verizon.net  
**Sent:** Wednesday, May 11, 2022 4:33 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am not opposed to warehouse projects; however, I am respectfully requesting not to approve this warehouse project as it will be directly across the street from the 55+ Solera Senior Community in which I live as it would cause serious problems for the seniors in our community. Senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

G56-1

The hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

G56-2

Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

G56-3

There are many appropriate places to build industrial warehouses – but putting one across the street from senior communities is NOT appropriate.

G56-4

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***Responses to Comment Letter G56 – Joel Sr.***

- G56-1** Comment noted. **Section 4.2, Air Quality** of the DEIR fully analyzes and discloses all air quality and health risk assessment impacts associated with the development of the proposed Project which includes, but is not limited to, mobile emissions. Similarly, **Section 4.15, Transportation** of the DEIR, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G56-2** As discussed in **Section 4.15, Transportation**, the DEIR analyzed the proposed Project's potential to substantially increase traffic hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As concluded in Impact 4.15-3 (page 4.15-22), the Project's proposed roadway improvements, ingress and egress point of entries, and interior circulation system have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. Large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would have appropriate signage and standard safety protocols pursuant to standard construction practices. Therefore, the proposed Project would not cause significant traffic safety problems.
- G56-3** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G56-4** Comment noted. Development associated with the Project has been sited away from the Solera/Oak Valley Greens and would be separated by Brookside Avenue, undeveloped land, and permanent open space.

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## Comment Letter G57 – Arthur Wallace

**Christina Taylor**

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**From:** Arthur Wallace <artwallace.inc@icloud.com>  
**Sent:** Wednesday, May 11, 2022 3:51 PM  
**To:** Christina Taylor  
**Cc:** crodgers@keystonepacific.com  
**Subject:** Summit Station

Re: Proposed Summit Station Warehouse project

Dear Sirs,

As a long time (17 yrs.) resident of the city of Beaumont, and of the community of Solera, I am writing to voice my opposition to the building of another mega-warehouse within the immediate area of our community and of the area between Brookside and Cherry Valley Boulevard.

G57-1

As you know a million square foot warehouse is already being built just a few miles from us, directly off the freeway on and off ramps at Cherry Valley Boulevard. That warehouse, by itself will cause damage to the environment, air quality, traffic and the traditionally rural nature of Beaumont and Cherry Valley. It's more than enough, and the citizens of this area of Beaumont fought this project for three years. Sadly, we lost.

G57-2

Now, it is the responsibility of the City of Beaumont to do the right thing for its residents. Please don't sell us out again. The City has already zoned areas for warehouse use. Put warehouses where they are intended, not by senior communities.

G57-3

The land in question was originally zoned for single family dwellings. Then, later, commercial and restaurant type enterprises. A massive warehouse complex was never imagined for that area by our original City Fathers. Why would you do that now?

G57-4

In my opinion, this warehouse project, and any others like it, will damage the character of our city, damage the quality of our lifestyle, degrade traffic flow, degrade air quality, degrade our home prices, and permanently damage the livability of this City we call home.

G57-5

Please reject this project.

Respectfully,

Arthur Wallace  
Barbara Wallace  
1784 Muirfield Lane  
Beaumont, CA 92223  
951-922-6004

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***Responses to Comment Letter G57 – Arthur Wallace***

- G57-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G57-2** This comment does not identify a specific concern with the adequacy of the DEIR. Refer to **Section 4.1, Aesthetics**, **Section 4.2, Air Quality**, and **Section 4.15, Transportation** which evaluated the proposed Project’s aesthetics, air quality, and transportation impacts.
- G57-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G57-4** The Project site is presently designated as “Single Family Residential” by the General Plan. A new Specific Plan and a General Plan Amendment would change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses.
- G57-5** Refer to response G57-1 through G57-4 above.

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## Comment Letter G58 – Mike

**Christina Taylor**

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**From:** Mike Mike <mbungahead@yahoo.com>  
**Sent:** Wednesday, May 11, 2022 3:44 PM  
**To:** Christina Taylor  
**Subject:** The warehouse

Don't really care if it built or not.

┌ G58-1  
└

[Sent from Yahoo Mail on Android](#)

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***Responses to Comment Letter G58 – Mike***

**G58-1**      Comment noted.

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## Comment Letter G59 – Lisa Mertins

**Christina Taylor**

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**From:** lisa mertins <lmertinsillos@gmail.com>  
**Sent:** Thursday, April 28, 2022 2:25 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Mega Warehouse

Dear Ms Taylor,

I'm a long-time Cherry Valley resident and OC ex-pat that would like to weigh in regarding this project.

I had heard there would be homes across the street from the one that is being built now. Are you aware the first million-dollar home development is being built in Yucaipa now?

G59-1

This is an AMAZING opportunity to listen to those of us that want SMART growth. How on earth can we attract good neighbors that will move to this area with ANOTHER leviathan to mar the landscape?

Infrastructure should be paramount to planners. Locals are furious about the blight of the new buildings. Give us an upscale, pretty off ramp so we don't have to look at the monstrosity every time we go to work. How about a beautiful "Welcome to Cherry Valley" sign to distinguish us from Warehouse Blight? If there is a master plan to look at, please point me to it.

G59-2

Thanks for your time, I'm sure you will notice you have our attention thanks to the God-Awful warehousing. UGH!

Sincerely, Lisa (I vote!) Mertins  
Sent from my iPad

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***Responses to Comment Letter G59 – Lisa Mertins***

- G59-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G59-2** Refer to response G59-1. Refer to the Beaumont 2040 General Plan Update which will serve as the City's blueprint for future development and decision-making.

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## Comment Letter G60 – Jon Elliott

**Christina Taylor**

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**From:** Jon Elliott <jteyates@hotmail.com>  
**Sent:** Friday, May 06, 2022 2:22 PM  
**To:** Christina Taylor  
**Subject:** Summit valley warehouse

Do not approve the permits to build another monstrosity warehouse that will increase truck traffic on side streets. Be a visual blight to the views that the area offers And why we moved out here in the first place.  
Because of the increase truck traffic, there will be increased wear and tear on the roads.  
Lastly, there is already a 2.6 million Square feet warehouse nearing completion so why do there need to be another one?  
Jon Elliott

G60-1  
G60-2  
G60-3

Sent via the Samsung Galaxy Note20 5G, an AT&T 5G smartphone

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### ***Responses to Comment Letter G60 – Jon Elliott***

**G60-1** Refer to **Section 4.1, Aesthetics** of the DEIR. As noted in **Section 4.1**, all aesthetics impacts were deemed to be less than significant.

In addition, refer to **Section 4.15, Transportation**. Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

**G60-2** According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Thus roadways would be improved as part of the Project.

**G60-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G61 – Julianne LeMaster

### Christina Taylor

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**From:** Julianne LeMaster <juliennelemaster@yahoo.com>  
**Sent:** Friday, May 06, 2022 10:55 AM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

Hello,  
Please don't allow another warehouse building in our beautiful town. The construction building of warehouses and housing developments has already caused way to much congestion on out roads and highway. Can't imagine all the wildlife that has already been killed and destroyed.

G61-1

Sincerely a concerned constituent,

Julienne Lemaster

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***Responses to Comment Letter G61 – Julianne LeMaster***

- G61-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G62 – Katherine Edwards

**Christina Taylor**

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**From:** Katie Edwards <kt4tea@gmail.com>  
**Sent:** Thursday, May 05, 2022 6:18 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Dear Ms. Taylor,

I am writing to respectfully oppose the Summit Station Warehouse project approval.

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

G62-1

For example:

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

G62-2

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

G62-3

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

G62-4

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

G62-5

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Katherine Edwards  
Beaumont Resident

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***Responses to Comment Letter G62 – Katherine Edwards***

- G62-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G62-2** Comment noted. **Section 4.2, Air Quality** of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G62-3** According to Attachments B-1 and B-2 of the Project's Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.
- As discussed in **Section 4.15, Transportation**, the DEIR analyzed the proposed Project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As concluded in Impact 4.15-3 (page 4.15-22), the Project's proposed roadway improvements, ingress and egress point of entries, and interior circulation system have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. Large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would have appropriate signage and standard safety protocols pursuant to standard construction practices. Therefore, the proposed Project would not cause significant traffic safety problems.
- G62-4** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G62-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G63 – Harry and Nadine Fieger

**Christina Taylor**

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**From:** arachkid1@verizon.net  
**Sent:** Thursday, May 05, 2022 4:40 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

Dear Ms. Taylor:

It is our understanding that yet another warehouse is being proposed for Cherry Valley, an area that has been designated as rural for many years. Please do not allow Cherry Valley to be further defiled by another warehouse. Please make us residents your primary consideration and not the warehouse owners/operators who undoubtedly live elsewhere.

G63-1

Sincerely,

Harry and Nadine Fieger  
40020 Bridges Street  
Cherry Valley CA 92223

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***Responses to Comment Letter G63 – Harry and Nadine Fieger***

- G63-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G64 – Janice Kuhn

**Christina Taylor**

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**From:** Jan Kuhn <jkuhn99@gmail.com>  
**Sent:** Wednesday, May 04, 2022 6:52 PM  
**To:** Christina Taylor  
**Subject:** Summit warehouse

Please do not build this warehouse.

This would be an eyesore and a nightmare for residents to navigate to work, school, etc.

There is no infrastructure in place to support the traffic. I know there may be plans to update the bridges and roads, but that is 5 years or more after this warehouse will be built.

The city of Beaumont needs to consider what it means to be a good steward of public funds. Building this warehouse is NOT what is in the best interest for the community you serve.

-Janice Kuhn

G64-1

G64-2

G64-3

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***Responses to Comment Letter G64 – Janice Kuhn***

**G64-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G64-2** According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Refer to **Section 4.15, Transportation**, of the DEIR which discusses the Project's transportation-related impacts for additional information.

**G64-3** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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**Comment Letter G65 – Sarah Godbold**

**Christina Taylor**

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**From:** Suni <artbysuni@gmail.com>  
**Sent:** Wednesday, May 04, 2022 3:28 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse.

**PLEASE? NO MORE WAREHOUSES. TRAFFIC  
IS A NIGHTMARE NOW!**

G65-1

**THANK YOU!**

**SARAH GODBOLD**

**RESIDENT OF CHERRY VALLEY, RESIDENT OF  
THIS AREA SINCE 1972.**

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***Responses to Comment Letter G65 – Sarah Godbold***

- G65-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G66 – Deborah Holley

### Christina Taylor

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**From:** Debbie Holley <grammiedeb57@yahoo.com>  
**Sent:** Wednesday, May 04, 2022 1:06 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Ms.Taylor,  
Please, please reconsider the location for the Summit Station Warehouse. We moved to Cherry Valley because of the quaintness and rural location! These warehouses will cause even more traffic and congestion which is already a huge problem! There are so many other locations that are farther out from the community where these can be built! Please think of the residents, not the \$\$\$!  
Thank you,  
Eric and Deborah Holley- Cherry Valley

G66-1

[Sent from Yahoo Mail for iPhone](#)

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### ***Responses to Comment Letter G66 – Deborah Holley***

**G66-1** Comment noted. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Refer to **Section 4.15, Transportation**, of the DEIR which discusses the Project's transportation-related impacts for additional information.

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## Comment Letter G67 – Mary Anne Pickett

### Christina Taylor

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**From:** Mary Pickett <mpickett\_k@hotmail.com>  
**Sent:** Wednesday, May 04, 2022 12:59 PM  
**To:** Christina Taylor  
**Subject:** Re: summit station

Thank you. I appreciate that.  
M. A. Pickett

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**From:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Sent:** Tuesday, May 3, 2022 4:03 PM  
**To:** Mary Pickett <MPickett\_k@hotmail.com>  
**Subject:** Re: summit station

Thank you for your comments Mary. They will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR  
Community Development Director  
City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212 | Fax (951) 769-8526  
BeaumontCa.gov  
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

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**From:** Mary Pickett <MPickett\_k@hotmail.com>  
**Sent:** Saturday, April 30, 2022 2:59:29 PM  
**To:** Christina Taylor <Ctaylor@beaumontca.gov>  
**Subject:** summit station

Thank you for collecting opinions and thoughts on Summit Station.

**Please, please- not another warehouse!!!!**  
**Cherry Valley Blvd. will be undrivable!!**  
**The air quality in our beautiful Cherry Valley will be unbreathable!**  
**Retail space-yes, but PLEASE- not another Warehouse!!!!**  
Mary Anne Pickett

G67-1

G67-2

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***Responses to Comment Letter G67 – Mary Anne Pickett***

**G67-1** Comment noted. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Refer to **Section 4.15, Transportation**, of the DEIR which discusses the Project's transportation-related impacts for additional information.

**G67-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents

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## Comment Letter G68 – Dan Merritt

**Christina Taylor**

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**From:** Dan Merritt <dan@stiel-merritt.com>  
**Sent:** Wednesday, May 04, 2022 11:56 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

To whom it may concern:

I have lived in Cherry Valley for 22 years. To allow another mega warehouse in our area would be devastating for all Beaumont and Cherry Valley residents.  
You must oppose such a project.  
Sincerely,

G68-1

Dan Merritt  
39227 Oak View Lane  
Cherry Valley, CA 92223

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***Responses to Comment Letter G68 – Dan Merritt***

- G68-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G69 – Holly and Jerry Liversage

**Christina Taylor**

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**From:** Jerry Liversage <respondingrecoveryministries@hotmail.com>  
**Sent:** Wednesday, May 04, 2022 12:04 PM  
**To:** Christina Taylor  
**Subject:** [\*Suspicious Link\*] AGAINST BUILDING SUMMIT STATION

**Dear Ms Taylor,**  
**PLEASE DO NOT VOTE TO BUILD ANOTHER WAREHOUSE IN OUR**  
**CHERRY VALLEY/BEAUMONT AREA. We already have enough**  
**warehouses being built in our area. We are very much AGAINST THE**  
**BUILDING OF THE SUMMIT STATION WAREHOUSE. THANK YOU.**

G69-1

**Holly Liversage and**

*Jerry Liversage - DBAC, RAS*

[www.respondingrecoveryministries.org](http://www.respondingrecoveryministries.org)

[www.banningnazarene.org](http://www.banningnazarene.org)

[www.jerryliversageministries.org](http://www.jerryliversageministries.org)

*This electronic mail message and any attachments are from Jerry Liversage Ministries, Inc./Responding Recovery Ministries and are intended only for the addressee(s). This message may contain confidential or sensitive information, which is privileged, and may be subject to various federal and state laws. If you are not the intended recipient of this message or responsible for delivering this email to its intended recipient, you are hereby notified that you have received this document in error. Any review, dissemination, copying, or taking action based on the contents of this information is prohibited. Please promptly delete this message and notify the sender of the delivery error by email.*

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***Responses to Comment Letter G69 – Holly and Jerry Liversage***

- G69-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G70 – Russell Buckland

**Christina Taylor**

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**From:** Russ Buckland <rb4sc@att.net>  
**Sent:** Friday, April 29, 2022 12:01 PM  
**To:** Christina Taylor  
**Subject:** Summit Station proposed development

Ms. Taylor,

I wish to voice my opposition to the Summit Station project on CV Blvd. The proposed regional park would be a welcome addition to the community, while more warehouses on this side of the freeway are not. After seeing the huge warehouses already under construction on CV Blvd, it is obvious to anyone that more of them would be an unwanted addition to the community. Please consider rejecting the city's support of any new warehouses north of the 10 and 60 freeways. The south side of the 60 approaching the Badlands seem to me to be a much better location such projects.

G70-1

G70-2

Respectfully submitted,

Russell Buckland  
964 Essex Rd  
Beaumont

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***Responses to Comment Letter G70 – Russell Buckland***

- G70-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G70-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G71 – Geoffrey Wilson

**Christina Taylor**

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**From:** sw072153@aol.com  
**Sent:** Thursday, April 28, 2022 8:49 PM  
**To:** Christina Taylor  
**Subject:** Fwd: Summit Station

-----Original Message-----

From: sw072153@aol.com  
To: ctaylor@beaumont.gov <ctaylor@beaumont.gov>  
Sent: Thu, Apr 28, 2022 8:44 pm  
Subject: Summit Station

Dear Christina Taylor

The above-mentioned proposed warehouse is once again too close to a senior community, Solera and school children. Why would the City of Beaumont even think of mixing industrial development with residential?

It's bad enough that we're having to fight the warehouse sneaked in during covid lockdown, proposed behind Albertsons, which would jam solid Highland Springs, half of which is in Beaumont.

The extra particulate matter and traffic gridlock are not worth the initial tax benefits and low paying jobs. At this rate, those who are able to leave Beaumont will do so and it will become just another Mira Loma, a place where senior's lives are cut short and children's brains don't develop properly due to pollution.

Last December I asked a City Council member at a charity fundraiser NOT to make Beaumont another Mira Loma and he told me he would try to prevent it.

I ask the City Council to deny this project as Beaumont's roads are not built for thousands of big rigs trundling around, spewing out deadly particulate matter and causing gridlock and hazards to the community, blocking access to Emergency Services.

Please take into consideration the lives of the residents here, not the greedy out of town, out of State corporations who won't have to live with the consequences of their dreadful warehouses.

Geoffrey Wilson, 951-845-5192.

G71-1

G71-2

G71-3

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***Responses to Comment Letter G71 – Geoffrey Wilson***

- G71-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G71-2** **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents, as further discussed in **Section 4.2, Air Quality** of the DEIR.
- G71-3** Refer to responses to G7-1 and G7-2. Furthermore, **Section 4.15, Transportation** of the DEIR (page 4.15-23) concluded that the proposed Project’s construction and operation impacts related to emergency access would be less than significant.

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## Comment Letter G72 – Rick Craven

**Christina Taylor**

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**From:** Rick Craven <rmcraven@gmail.com>  
**Sent:** Thursday, April 28, 2022 8:09 PM  
**To:** Christina Taylor  
**Subject:** The will of the people.

Re Cherry Valley Blvd:

When does the will of the people get recognized? This country's greatness came from freedoms, including from tyranny. The majority of the people where this (not one originally requested mega warehouse, but two mega warehouses are already put in; the largest one, that was to be hidden BELOW the boulevard - but now put on an artificial mountain high up in the air, like thumbing their noses at the citizens each day they have to pass by this behemoth) warehouse was requested to be put in, was refuted by the locals. But 4-5 elected officials (which at least one now is an apparent employee of this investor - talking about conflict of interest), voted for this; against the will of the people & against what it was originally zoned for, and against the recommendation of the wildlife impact recommendations. This monster is now prominently blocking any views of nature/mountains/open spaces, which previously was the welcoming views into the vast open spaces of the once beautiful Cherry Valley. Now the area will be plugged with semi trucks, delaying our already overwhelmed streets & highways to get to work - to pay taxes for our previous privilege to live in this once open space.

G72-1

G72-2

These elected officials (which were to represent their constituents, not one wealthy investor who doesn't even live here), do not care for us, but choose I'll begotten gains for short term satisfaction, while forever changing the landscape beyond their lives and negatively affecting the vast majority of the residents & impacting nature in a negative way for many years to come.

G72-3

We are told, there is nothing we can do about it. May be true, but there likely will be more people escaping the tyranny of California and it's crooked politics...

Peace...

Sent from Rick's iPhone

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***Responses to Comment Letter G72 – Rick Craven***

- G72-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G72-2** Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Geronimo Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant.
- Additionally, the Project would retain 30.6 acres of permanent open space that would serve as a buffer to the residential uses to the south.
- G72-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G73 – Fran Krieger

### Christina Taylor

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**From:** Fran krieger <ftjustin@yahoo.com>  
**Sent:** Wednesday, June 01, 2022 2:52 PM  
**To:** Christina Taylor  
**Subject:** Summit station warehouse

Dear Ms. Taylor,

I too wish to protest the building of this warehouse. Not only because it is across from the retirement communities there on Brookside Ave. I just feel that Beaumont has allowed enough companies to move in here with their gigantic warehouses.

At this time with us facing a severe drought condition of unknown length and the already numerous warehouses being built, do we really need another.

Not only that, how is the city going to handle the increased amount of pollutants these big rigs will be spilling out into the local environment. There are already days when some residents who have respiratory problems feel the affects from the higher pollution in the air. Do you and the city officials wish to make it even worse for them?

My opinion is that there are enough warehouses here in Beaumont/Cherry Valley now. Besides which I really don't wish to see us turn into another Moreno Valley or Redlands with all the warehouses they have.

Thank you for reading my reply to this question before the council.

Fran Krieger

[Sent from Yahoo Mail on Android](#)

G73-1

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***Responses to Comment Letter G73 – Fran Krieger***

- G73-1** Comment noted and will be taken into consideration by decision-makers. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Refer to **Section 4.2** for more information.

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## Comment Letter G74 – Debbie Connor

### Christina Taylor

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**From:** jeannecminnerly <debfarouk@aol.com>  
**Sent:** Wednesday, June 01, 2022 5:07 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

My name is Debbie Connor. my husband and I live in Solera. One of the reasons for moving here, was to retire, get away from traffic, less noise, and slower pace.

I'm sure you are hearing this from many people here in Solera, we are very much opposed to a warehouse across the street, from Brookside, that is a main road for us for shopping, etc. I would not like to share the roadway with large trucks.

G74-1

Thank you.

Debbie Connor  
1192 Silverleaf Canyon Rd  
Beaumont CA

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***Responses to Comment Letter G74 – Debbie Connor***

- G74-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G75 – Susan Cunningham

### Christina Taylor

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**From:** susan cunningham <susanna1954may@yahoo.com>  
**Sent:** Thursday, June 02, 2022 1:34 PM  
**To:** Christina Taylor  
**Subject:** Deep Concern

My input ...concern for Emergency Ambulance and Fire Trucks responding to The Lakes, Sunlakes and Four Seasons. Highlands Springs is impossible in the mornings and afternoons .

It took me from sunlakes ave to Hwy 10  
20 mins. This is a daily concern.

Banning and Beaumont are growing at such a fast rate. Adding Trucker Warehouse is stinkin thinking.

Just the issue of population growth to our area has increased crime and slow  
Backup traffic daily concern

Thanks so much

susanna1954may@yahoo.com  
Susan Cunningham  
SunLakes Country Club  
206 225 0405

[Sent from Yahoo Mail on Android](#)

G75-1

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***Responses to Comment Letter G75 – Susan Cunningham***

- G75-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G76 – Cindi Deats

**Christina Taylor**

**From:** Cindi Deats <cindi.deats@icloud.com>  
**Sent:** Thursday, June 02, 2022 1:39 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Draft EIR

Some questions and statements from an e-commerce warehouse/hotels opposing community citizen:

Regarding the Beaumont Summit Station Draft EIR.

Hello my name is Cindi Deats, my property is the closest residential home to Amazon Warehouse in Beaumont. I am on the border of Beaumonts major industrial properties and believe that future industrial builds should stay in an allotted area such as mine ensuring Beaumont stays the bedroom community it has always been. The charm of Beaumont, Banning, Cherry Valley, Calimesa & Oak Glen are our small businesses. Apples, the pumpkin patch, cherries, lavender festivals are things the residents in our area want to be known for. We are not a large scale warehousing hub, nor do we want to be.

Let our cities be the places that travelers can't wait to stop at instead of the warehouse lined highways we drive through in LA and Orange counties.

I'm here for the rural landscape therefore, you won't hear me saying I need a SuperTarget or closer restaurants.

I'm looking to continue to shop in our local owned businesses, the businesses that fit with what I envision Beaumont to grow up to be. Active downtown, small businesses, pet friendly, restored & historic properties instead of ugly square warehouses.

We love growth but a little growth at a time!

I'd like to see a cap on the square footage allowed for warehouses. When we do build warehousing, let's always honor the theme that our towns recognize. Western or railroad themes or family farmhouse theme.

I enjoy high desert low water landscaping as seen in Palm Springs instead of the generic plants always used.

Make the off ramps beautiful and different than all the usual things.

I really love the Potrero Bridge made from iron, again, fitting the theme that The Pass Area tries hard to stick to, Railroad and Western. I also think a forest of Evergreens that will eventually grow to cover the large, plain warehouses. Planting an abundance of long living trees would help pull the pollutants from the air that will settle here from the trucks, traffic and the warehousing itself. It would make commuting feel like a beautiful, relaxing drive home through the country side.

Let's slow down on future fast paced growth until we can fund and provide the infrastructure needed to handle all we're trying to build. This will upset the community if we continue to do the work backwards.

If the city council would be for more and more development like these warehouses without the traffic improvements needed then we have the wrong people in our local government, ones who do not know its own citizens or our highly respected surrounding communities. Because I can assure you that Beaumont, with Cherry Valley community and the like, are the last people who want 1M sqft+ warehousing built in their little slice of heaven.

For example, Cherry Valley residents love their small town for its large lots, far neighbors and low traffic. Cherry Valley Blvd is one of my favorite roads in our area for its rolling hills, cute farm houses, lil shops and abundant wildlife and livestock to be seen. There will be more vehicles and noise around and through their little town, long time residents have probably never seen the likes of.

Other problematic changes will soon arise with industrial land use, there will be a great need to open up the Brookside Westbound Rest Stop/off ramp behind Stetson. Bringing more traffic, litter and crime.

They will have to widen many of the major surrounding roads to accommodate the influx of traffic. More specifically, the on/off ramps of 6th St/60, Oak Valley, CV, Calimesa & Singleton.

Cherry Valley Blvd, Brookside Dr, Union St, Hannon Dr, Oak Valley and Beaumont Ave will have to widen and reinforce their roads to withstand the major uptake of heavy loaded diesels. Not to mention all the other roads needing improvements.

G76-1

G76-2

The traffic cumulative impact report needs to include present and future neighboring cities' warehouses and planned warehousing. Our city could have a clear, honest picture of what life here will look like in the coming years and that will not make us happy.

G76-3

We need to keep future industrial plans in our industrial area off of Fourth St.

We need a hillside ordinance in place so potential landowners and new builders come in knowing that this is not ideal land for large warehousing to be build on top of. It is directly on San Jacinto Fault Line, our existing homeowners are losing their home insurance left and right! How do you plan on insuring 1M sqft when most people in our residential homes are getting dropped from their long term insurance companies because of the high fire risk. It's very difficult this year especially, to find another company who will take the chance with insuring our homes.

G76-4

We need frontage roads for ER vehicles to use when these year round fires happen all around us.

Traffic is congested like clockwork, major improvements will need to take place in order to add even more on Beaumonts plate.

How long will that realistically take? There is nothing in the records setting a date for projects like that. That is important to people in Beaumont.

Road work on a 2-lane road(guaranteed to break ground after the warehouses are built and traffic is unmanageable)while trying to be on time for work?

It is difficult enough getting to Beaumont High School on Cherry Valley Blvd in the mornings... or any elementary school within 5 miles, for that matter. Imagine how long that line will be for us while we're waiting for a ton of semis at all the stop signs!

There will be too much large Semi Truck traffic for a roundabout so installing traffic lights will be necessary. I am really uncomfortable with the rushing traffic and congestion near the schools already.

The city is going to have to add so many new stoplights with the handfuls of warehouses that are slated to be built after this one.

G76-5

I hope the builders and the city see and meet our needs and add flashing crosswalk lights across the road near all the schools because people will be constantly running late, running stop signals and causing accidents. These updates for school children need to be made asap and will be imperative in ensuring their safety.

Wide sidewalks for children on bikes and children who walk so they are not having to pass each other by one or more children riding or walking into the 2 lane road loaded with new semi trucks and the existing morning and after school rush.

Additionally, the hotel. I'm just waiting for the day when our governor will allow us to house our homeless there.

Again, a little too close to schools for my comfort, sorry.

No judgement here but it is things like this that every resident of Cherry Valley, Beaumont, Banning, Calimesa and Yucaipa are thinking about. It is an even bigger concern of every one of our neighbors living in the nearby neighborhoods this is directly affecting.

Once built, there will soon be a need for gas stations nearby equipped for a large amount of trucks to refuel daily.

Maybe a Loves and a Pilot. That will inevitably bring more crime/traffic/litter 24/7 to an area that has never had growth this massive before.

These may all just sound like big city problems but that's just it, this is not a big city. It's not even big enough to recycle its own water, yet! But big enough for its sewer system to be at capacity.

G76-6

Let's instead focus on the sewers, water processing and storage!

I call for a moratorium on large scale(500k sqft +)warehouse builds until we have the infrastructure to support the growth we have already gone through.

This is not just affecting the city of Beaumont. We are a community of small towns & we'd like to stay that way.

I do hope our City Council oppose or minimize the future planned warehouses on the books as well as propose a better planned land use for the developer of Beaumont Summit Station, one that our community will really benefit from and be proud to have in Beaumont!

In place of warehousing I propose building an exclusive, residential neighborhood with a few small shops all fitting a countryside theme. This represents who our town is and how it wants to stay. Cherry Valley Blvd is a very beautiful area and it would be amazing to have a high end neighborhood on a historic piece of land. Maybe with a set of lakes to help replenish Beaumonts water storage since the basin is natural in that area.

G76-7

Thank you for your time,  
Cindi Deats  
Beaumont

Sent from my iPhone with LOVE.

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### ***Responses to Comment Letter G76 – Cindi Deats***

**G76-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G76-2** Traffic circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

**G76-3** Comment noted and will be taken into consideration by decision makers. According to DEIR **Appendix K, Traffic Study**, the cumulative projects in the area were obtained from previously approved traffic studies in the area. Trip generation estimates for the cumulative projects were obtained from traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available.

**G76-4** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G76-5** Refer to response G76-2.

**G76-6** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

- G76-7** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

## Comment Letter G77 – Barbara Searcy

**Christina Taylor**

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**From:** Barbara Searcy <acbarbm@aol.com>  
**Sent:** Thursday, June 02, 2022 1:56 PM  
**To:** Christina Taylor  
**Subject:** SUMMIT WAREHOUSE

I object to the construction of the warehouse. To whom May I send my objection? G77-1

Sent from my iPad

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***Responses to Comment Letter G77 – Barbara Searcy***

- G77-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G78 – Laura Ramirez

### Christina Taylor

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**From:** Laura Ramirez <lramirez2011@hotmail.com>  
**Sent:** Thursday, June 02, 2022 2:06 PM  
**To:** Christina Taylor  
**Subject:** Opposition of Building of Warehouse

We are strongly against the structure of warehouses and buildings that obstruct; create more traffic and pollution.

G78-1

Please respect our neighborhoods and our way of life.

Laura Ramirez  
lramirez2011@hotmail.com

Sent from my iPhone

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***Responses to Comment Letter G78 – Laura Ramirez***

- G78-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G79 – Gregory and Deborah Chamberlin

**Christina Taylor**

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**From:** Greg & Debby <gregdeb.chamberlin@gmail.com>  
**Sent:** Thursday, June 02, 2022 3:54 PM  
**To:** Christina Taylor  
**Subject:** SUMMIT STATION OPPOSITION

As residents of Solera Oak Valley Greens 55+ Community, we were very unhappy to learn that the City is considering the approval of a proposal by an Arizona developer to build a 2.5 million sq. ft. industrial warehouse between Cherry Valley Blvd. and Brookside Avenue, just down the street from Solera. We understand this mega-warehouse will be 30% larger than the Gateway warehouse, which we were also opposed to, now under construction further down Cherry Valley Blvd.

This beautiful rural-type area is being changed into an area that will be so congested with all the trucks that will be on the road once Gateway is operational and now you want to approve an even bigger warehouse operation very near Solera.

Please do not approve this proposed warehouse. One is bad enough!! Our property values will drop, traffic will be negatively affected, and the air quality will worsen.

Sincerely, Gregory and Deborah Chamberlin

G79-1

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***Responses to Comment Letter G79 – Gregory and Deborah Chamberlin***

**G79-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Additionally, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

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## Comment Letter G80 – Jerry and Gladi Wilmes

### Christina Taylor

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**From:** Jerry Wilmes <jerry\_wilmes@socal.rr.com>  
**Sent:** Thursday, June 02, 2022 5:18 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Dear Ms. Taylor,

My wife and I are adamantly opposed to the Summit Station Warehouse proposal. Section 1.8 of the Draft EIR Executive summary clearly states that the project cannot mitigate the significant impacts on air quality, greenhouse gas emissions, noise pollution and traffic congestion conflicting with air quality plans, an agency plan to reduce greenhouse emissions and CEQA Guidelines. G80-1

The negative impacts on air quality, the increases in noise pollution and greenhouse gas emissions and the increased traffic congestion will affect the most vulnerable city residents, the children attending the schools adjacent to the project and the approximately 2,500 seniors living in Solara. G80-2

One study indicated that 800 trucks would arrive and leave the project daily. That's a eighteen wheeler every 54 seconds. Add this many vehicles to the estimated 1,200 eighteen wheelers arriving and leaving the Cherry Valley Warehouses daily will create a traffic nightmare. G80-3

This project would greatly compromise the quality of life of the children attending the adjoining schools and the residents in the surrounding communities in addition to negatively impacting property values. Some seniors have their entire life savings invested in their homes. Any negative impact on property values would be devastating for them. G80-4

We understand the need for warehouses to accommodate the increase in ecommerce but they should not be placed in residential and school areas. There is plenty of room along Highway 60 for additional warehouses. In addition to the negative impacts the project would have discussed above, there would be approximately 2,000 individuals in the community daily who have no ties to the community.

The jobs generated by the project are low paying. Warehouse employees, retail clerks and hotel employees generally earn close to minimum wages. Many of these jobs will be part time with no benefits. Hardly worth the damage the project will do to the environment and to the quality of life of the surrounding communities.

Considering the several negative impacts of this project and the minimal benefits generated, we strongly urge the City Council to reject the proposed change to the land use designation from low density residential to a mix of Industrial, Commercial and Open Space. G80-5

Sincerely,

Jerry and Gladi Wilmes (Residents of Solara)  
1672 Woodlands Rd.  
Beaumont

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***Responses to Comment Letter G80 – Jerry and Gladi Wilmes***

- G80-1** Comment noted. This is a summary of the significant and unavoidable impacts listed in **Section 1.0, Executive Summary**.
- G80-2** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including but not limited to, air quality, noise, greenhouse gases, and transportation related impacts. Refer to **Section 4.1, Air Quality**, **Section 4.7, Greenhouse Gas Emissions**, **Section 4.11, Noise**, and **Section 4.15, Transportation** of the DEIR for more information.
- G80-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Refer to **Section 4.15, Transportation**, of the DEIR for more additional information regarding the proposed Project's impact related to trip generation.
- G80-4** Comment noted. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- Development associated with the Project would not be located within residential areas, but would be separated by Brookside Avenue, undeveloped land, and permanent open space. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G80-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G81 – Anita Finkelstein

### Christina Taylor

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**From:** Anita Finkelstein <animaybme@gmail.com>  
**Sent:** Thursday, June 02, 2022 5:46 PM  
**To:** Christina Taylor  
**Subject:** Re: The Warehouse across from Sun Lakes

Thank you for asking. Yes, I sent the same concerns to the Banning City Manager.

On Tue, May 24, 2022 at 7:09 PM Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:  
Good evening,

Thank you for your comments. Have you also provided these comments to the City of Banning?

CHRISTINA TAYLOR  
Deputy City Manager  
City of Beaumont  
550 E. 6th Street, Beaumont, Ca 92223  
Desk (951) 572-3212 | Fax (951) 769-8526  
[BeaumontCa.gov](http://BeaumontCa.gov)  
Facebook | Twitter | Instagram | YouTube

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**From:** Anita Finkelstein <[animaybme@gmail.com](mailto:animaybme@gmail.com)>  
**Sent:** Tuesday, May 24, 2022 10:44:20 AM  
**To:** Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
**Subject:** The Warehouse across from Sun Lakes

Dear Ms. Taylor,

I am sure you have received many comments on the matter of the proposed warehouse location across from the Sun Lakes retirement community. I personally live in Beaumont at Four Seasons. Our major concern that the building of this facility and its use will cause hardship for us seniors is almost unanimous! The increased traffic and air pollution this will cause, with all the trucking activity will exacerbate the respiratory problems many of us suffer from, not to mention cause severe traffic problems for all residents. The environmental impact report that was required for this property owner to move forward with his plans, was done during the Covid lockdown, when traffic was at a minimal level all around southern California. This did not reflect an accurate picture of the air quality in our area. To conduct and accept such a report at that time was very misleading and deceitful!! From what was stated by the owner of the property, no one has been identified as a leasee of the warehouse and he was building it on spec. This implies that an alternative development of the property could be made. Why build such a huge structure when you have no one to lease it?

Thank you for allowing me to air my concerns on this very upsetting issue that has gotten the whole community upset.

Sincerely,  
Anita C. Finkelstein

G81-1

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### ***Responses to Comment Letter G81 – Anita Finkelstein***

**G81-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. As noted in **Section 4.2, Air Quality** of the DEIR, the Air Quality Assessment (**Appendix A**) considered the construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). Project-generated vehicle emissions (based on trip generation) were incorporated into CalEEMod as recommended by the SCAQMD. Refer to **Appendix A, Air Quality Assessment** for additional information regarding the Air Quality Assessment’s methodology used to determine the proposed Project’s impacts to air quality. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

Furthermore, although the building is considered speculative, the proposed buildings would be developed as follows:

**Planning Area 1 (Parcels 1, 2, and 3)** is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

**Planning Area 2 (Parcel 4)** would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

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## Comment Letter G82 – Diana Tull

**Christina Taylor**

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**From:** Diana Tull <letsgo\_dt@verizon.net>  
**Sent:** Thursday, June 02, 2022 6:53 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Christina Taylor,

My name is Diana Tull and I live in the Solera community which I love, I moved here because of the security plus the beautiful hills and mountains and the community was small. Now it is growing so fast. Beaumont has had the highest growth rate of any community in Riverside and San Bernardino Counties.

Regarding the Summit Station which I OPPOSE.

They just built a 1.8 million square foot warehouse on cherry valley which will have 306 trucks. Beside plus there will be employees, the traffic is going to be awful, and Beaumont wants to put another warehouse on Brookside with more trucks. Please do not even consider this proposal. There are seven warehouses in Beaumont we do not need another one, they are building another warehouse out near Desert Hot Spring area three million sq. feet. How many warehouses do we need? There are 3,300 Large scale warehouse distributions centers in Southern Calif. , 289 in Ontario, and building another, 140 in Fontana and more than 3,000 in Riv. County. G82-1

Please don't ruin are beautiful mountains, by adding huge warehouses and more traffic . If you build this warehouse it will bring down prices of our homes, this is a senior community, the emissions from all the trucks will be bad for a lot of seniors that have health problems, this will diminish our quality of life, plus congestion.. There is not one good thing that this warehouse will bring. I STRONGLY OPPOSE THIS WAREHOUSE .. !!!!!!!!!!!

Thank You  
Diana Tull

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***Responses to Comment Letter G82 – Diana Tull***

**G82-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Refer to **Section 4.2, Air Quality**, of the DEIR which fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

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## Comment Letter G83 – Ryan Fuentes

**Christina Taylor**

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**From:** Ryan Fuentes <ryanfu09@gmail.com>  
**Sent:** Thursday, June 02, 2022 11:05 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am responding to the proposed amendment to allow 2,557, 465 square feet of industrial warehouses right across the street from our neighborhood. We strongly disagree with this proposal. Please let us know if there is any other actions needed. G83-1

Thank you

Ryan Fuentes  
909-213-3816

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***Responses to Comment Letter G83 – Ryan Fuentes***

- G83-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G84 – Brad McDuffee

### Christina Taylor

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**From:** Mary McDuffee <mmcduffee01@yahoo.com>  
**Sent:** Friday, June 03, 2022 11:32 AM  
**To:** Christina Taylor  
**Subject:** Summit Station development  
**Attachments:** Summit Station Development.pdf

MS. Taylor,  
Please find the attached letter regarding the Summit Station Development  
Thank you, Brad McDuffee

G84-1

Ms. Taylor,

I am writing to express my opposition to the Summit Station warehouse development proposed between Cherry Valley Blvd. and Brookside Ave.

The proposed development will have a significant negative impact on the city and surrounding areas while at the same time providing no benefit to its citizens. The residential areas will experience increased traffic congestion on the streets. Cherry Valley Blvd. is a major thoroughfare that will soon have the impact of the Gateway warehouse traffic. The Summit Station will have an unknown but significant increase in the traffic flow. This will undoubtedly cause a more dangerous situation on the boulevard for the residents of the city. Cherry Valley Blvd. already experiences traffic gridlock. The schools' access will experience increased traffic flow which will increase the risk to our young citizens.

G84-2

It is well known that truck traffic increases the maintenance of roadways. This will require the city to absorb the cost of repairs and maintenance of the streets and roadways in the area. As you are aware these costs are not fixed and will likely increase over time.

There will be an increase in the noise and air pollution which is already increasing. Regardless of the proposed mitigation efforts it will still have an undesirable impact for the community. There are senior communities and schools too close to the proposed development that have increased risk of respiratory and other health issues as a result of air pollution. Several studies have outlined the detrimental effects of air pollution on children and seniors. The increased health risks are too great.

G84-3

There are already many planned warehouses that threaten the quality of life in the pass area. I believe it is short sighted to continue to build warehouses in residential areas. Beaumont City has a General Plan that has been adopted by the City Council. The Summit Station would require this plan to be amended for this development to be approved. It would seem that this area has not been zoned for this type of development. I encourage the Planning Commission and City Council of Beaumont to reject this proposed development. The citizens should not be subject to the negative impacts this development will create.

G84-4

Sincerely,  
Bradley McDuffee  
Mary McDuffee  
990 Hidden Oaks Drive  
Beaumont, Ca 92223  
951 381-1988



### ***Responses to Comment Letter G84 – Brad McDuffee***

**G84-1** Comment noted.

**G84-2** Comment noted. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

**G84-3** The DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Similarly, **Section 4.11, Noise** of the DEIR, fully analyzes and discloses all noise-related impacts associated with the proposed Project. As noted in **Section 4.11**, all impacts would be less than significant without the implementation of mitigation measures with the exception of cumulative noise impacts. However as concluded in **Section 4.11, Noise** (page 4.11-32), feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on on-site roadways since the Applicant would not have authorization or control to make off-site improvements. As impacts would also occur on off-site roadways and properties, it is usually infeasible for the Applicant to implement

these measures. Sound walls would be infeasible due to impacts on right of way, restricted views, and not being proportional to the barely perceptible.

- G84-4** Comment noted. The current zoning of the Project site is “Specific Plan.” Adoption of the proposed Specific Plan (SP2021-0005) is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City’s General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

## Comment Letter G85 – Kathy Krause

**Christina Taylor**

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**From:** KATHY KRAUSE <ktmckrause@aol.com>  
**Sent:** Friday, June 03, 2022 12:32 PM  
**To:** Christina Taylor  
**Subject:** Summit station

As a resident of the Solera community, I am strongly opposed to your warehouse project at summit station.  
Kathy Krause  
1698 Sarazen street

G85-1

Sent from my iPad

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***Responses to Comment Letter G85 – Kathy Krause***

- G85-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G86 – Bud Charlick

**Christina Taylor**

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**From:** Bud Charlick <jbcharlick@gmail.com>  
**Sent:** Friday, June 03, 2022 1:54 PM  
**To:** Christina Taylor  
**Subject:** Re Summit Station

Dear C Taylor:

My name is Bud Charlick and my wife Judith and I live on Lantana Drive in Solera in Beaumont. We are opposed to the building of the proposed development , Summit Station as we are in our 80's and we are concerned about more truck traffic and the pollution that is caused by diesel exhaust. As we only live less than a mile from the proposed site,when the wind blows from the West to the East, as it does often, we could be subjected to this pollution.

G86-1

We would like the council to consider the elder citizens who live in Solera, when the vote comes up later this month.

Thank you for your consideration on this matter..

Bud Charlick  
1192 Lantana Drive  
Beaumont

951-769-6465

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***Responses to Comment Letter G86 – Bud Charlick***

- G86-1**      Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

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## Comment Letter G87 – Gary M. Stoh

### Christina Taylor

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**From:** Steve Mehlman <smehl1506@aol.com>  
**Sent:** Friday, June 03, 2022 4:29 PM  
**To:** Christina Taylor  
**Subject:** Fwd: SUMMIT STATION

Hi, Christina,

My friend Gary Stoh sent this to the City Council. Please add it to the comments on Summit Station.

Thanks.

Steve Mehlman

-----Original Message-----

From: garymstoh@aol.com  
To: smehl1506@aol.com  
Sent: Fri, Jun 3, 2022 1:45 pm  
Subject: SUMMIT STATION

Dear Beaumont City Council,

My wife and I are Beaumont residents and were one of the first residents to live in the 55+ Community of Solera since it was developed in 2003. We, like many retired residents in Solera, chose to move to Beaumont to escape the "Rat Race" of Orange and LA Counties and adopt a more relaxed and enjoyable standard of living. Since moving to Beaumont we have obviously seen many changes. Most have been good and have enhanced our lifestyle while still retaining a feeling of a rural Community.

Unfortunately, the recent trend to start building mega warehouses near residential areas in the beautiful Pass area is threatening to destroy the tranquil lifestyle that we have come to enjoy. We are not opposed to warehouses, however, we are opposed to building them next to residential and senior communities where the big-rig traffic and pollution are a problem that affects the health, safety, quality of life and values of our property. Additionally, making zoning changes and amending the Beaumont General Plan to accommodate a warehouse is inappropriate.

While we fought the Gateway warehouse with petitions, attendance at the supervisor board meetings, and written opposition by the Beaumont City Council it did no good and the project is being built. However, the proposed Summit Station is now in the hands of the Beaumont City Council and Planning Commission. It is our sincere hope that they will step up and seriously oppose this project that is proposed to be built in an inappropriate location. Please consider the residents of Beaumont that live adjacent to the location and their well-being. Don't make the in-excusable decision that the Banning Planning Commission and City Council made when they approved putting a warehouse next to Sun Lakes and The Lakes. Clearly they did not care about the residents. We hope that this doesn't happen in our City.

Regards,  
Gary M. Stoh  
951 Gleneagles Road

G87-1

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***Responses to Comment Letter G87 – Gary M. Stoh***

- G87-1** Comment noted. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers. In addition, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

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## Comment Letter G88 – Paula Walek

**Christina Taylor**

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**From:** walekpaula@yahoo.com  
**Sent:** Friday, June 03, 2022 6:20 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

I strongly oppose any building between Cherry Valley Boulevard & Brookside Avenue.  
We don't need any more warehouses that provide low paying servitude jobs.  
Destroying our environment & robbing us of the beauty we moved here to enjoy.  
My grandparents moved here in 1946 to escape Compton which back then was becoming the now concrete jungle mess of a city.  
When will the elected & appointed people represent & protect the families of this community ? No courageous one left to not sell out to the highest bidder? I hope there is one willing to start a new trend of refusing to ruin our way of life.

G88-1

Sent from my iPad

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***Responses to Comment Letter G88 – Paula Walek***

- G88-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G89 – Maureen Imoe

**Christina Taylor**

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**From:** Maureen Imoe <moeland@sbcglobal.net>  
**Sent:** Saturday, June 04, 2022 12:06 PM  
**To:** Christina Taylor  
**Subject:** BEAUMONT SUMMIT STATION

Greetings,

I am writing to offer my opposition to the proposed project which would change the original approved plans to more warehouse facilities. It is disheartening to know that this would even be considered for our area with the many huge warehouses currently being built. Our traffic (in the city, on the freeway, and the on/off ramps) will not accommodate more vehicles, especially large trucks making many trips back and forth. This disrupts the already built structures throughout, including emergency personal, housing, schools, retail, etc. G89-1

Please do not allow this to continue. I appreciate your consideration.

Thank you,

Maureen Imoe  
Beaumont, CA

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***Responses to Comment Letter G89 – Maureen Imoe***

**G89-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

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## Comment Letter G90 – Linda Clark

**Christina Taylor**

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**From:** lsbpc@aol.com  
**Sent:** Saturday, June 04, 2022 1:57 PM  
**To:** Christina Taylor  
**Subject:** Environment Impact Report

I am writing this email to give my opinion regarding the Environment Impact Report on the warehouse(s) to be built near Cherry Valley Boulevard. I am opposed to the warehouse(s) because already our traffic in Beaumont is atrocious and with the increase of more trucks on the road it will be a nightmare getting around in this area.

G90-1

The air quality in this area has been unhealthful to moderate lately and the summer isn't even here yet. This is a concern for us as seniors and children.

G90-2

With the present drought where is the extra water going to come from to supply the warehouse(s)?

G90-3

I moved to this area six years ago to a beautiful 55 and older community to get away from traffic, noise and overcrowding. If this project goes through it will take away my quality of life not to mention decreasing my property value.

G90-4

PLEASE DO NOT CHANGE THE ZONING.

I only ask that the City of Beaumont really think about if the city will really benefit having the warehouse(s) here.

Linda Clark  
467 Everest Peak  
Beaumont, CA

[Sent from the all new AOL app for iOS](#)

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***Responses to Comment Letter G90 – Linda Clark***

- G90-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G90-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G90-3** A Water Supply Assessment (**Appendix I**) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project during normal, dry, and multiple dry years. Refer to **Appendix I** and **Section 4.17, Utilities and Service Systems**, of the DEIR for additional information.
- G90-4** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G91 – Jean Bowman

**Christina Taylor**

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**From:** Jean Bowman <bowman1208@aol.com>  
**Sent:** Saturday, June 04, 2022 2:46 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station

Att: Christina Taylor  
Community Development Director

I am not a writer just a retired woman who lives here in Banning/Beaumont area . I so pray all of the people in our area are heard and not on deaf ears like our Banning City council. I attended all the meetings and heard all the plea's from individuals both healthy and sick to no avail. Their minds were made up that this warehouse monstrosity was going to be build no matter what. We all know that the warehouses are going to be choking us eventually but the only thing we are fighting now is the ridiculous location of the one right in our faces and next door to a facility that houses sick people . Our traffic right now is unreal. We all are frustrated with waiting for light after light just to get to the other side of the freeway or on the freeway. It's beyond our imagination that individuals would even consider this location. Our air quality is already bad and would get even worse. This area is surrounded by people 55 and over who already have health issues. We have ambulances coming and going constantly into our gated communities already. With large trucks on our roads how are they supposed to get through in an emergency. I'm pleading with you to please not let this go through .

My Name is Jean Bowman. I live in Sun Lakes Country Club. We do so much for charities in our cities please do something for us.

G91-1

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***Responses to Comment Letter G91 – Jean Bowman***

- G91-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Additionally, refer to **Section 4.2, Air Quality** and **Section 4.15, Transportation** which fully analyzes and discloses the proposed Project's impacts related to air quality and transportation.

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## Comment Letter G92 – Jesse Donardt

### Christina Taylor

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**From:** Jesse Donardt <jdd39@verizon.net>  
**Sent:** Saturday, June 04, 2022 3:02 PM  
**To:** Christina Taylor  
**Subject:** Summit-Station

I wish to object to the warehouse project, in the strongest of terms. I

G92-1

Jesse Donardt  
996 Ironwood Rd  
Beaumont, CA 92223

Jesse Donardt

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***Responses to Comment Letter G92 – Jesse Donardt***

- G92-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G93 – Barbara and Wayne Otte

**Christina Taylor**

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**From:** BARBARA OTTE <bjotte@aol.com>  
**Sent:** Saturday, June 04, 2022 3:59 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

Please reject this warehouse. This is NOT an industrial area. Solera and Stetson homeowners along Brookside should not have to overlook monstrous warehouses and trucks, plus the noise, fumes, added traffic on Cherry Valley Blvd. There is plenty of room along the I-10 out in the desert for these warehouses. Please protect your Beaumont residents and reject this proposal.

G93-1

Barbara and Wayne Otte

Sent from my iPad

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***Responses to Comment Letter G93 – Barbara and Wayne Otte***

- G93-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Additionally, refer to **Section 4.2, Air Quality, Section 4.11, Noise** and **Section 4.15, Transportation** which fully analyzes and discloses the proposed Project's impacts related to air quality, noise and transportation.

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## Comment Letter G94 – Shelia Kelly

**Christina Taylor**

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**From:** Sheila Kelly <sheila92223@gmail.com>  
**Sent:** Saturday, June 04, 2022 4:02 PM  
**To:** Christina Taylor  
**Subject:** BEAUMONT SUMMIT STATION

June 4, 2022

C. Taylor  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223

RE: BEAUMONT SUMMIT STATION

There was a terrible tractor trailer accident yesterday at Cherry Valley Blvd/Calimesa and the I-10 on & off ramps. This is just a sign of things to come, can't anyone see this? The warehouses are not open yet and there are trucks and trailers already. Can you imagine when it is full and running and you are actually thinking of building another warehouse on Brookside? One now on Cherry Valley and now you want to add one on Brookside? I live in Solera and last week two very large trucks came down Union toward Cherry Valley from Brookside, the second one turning in such a small radius, I was forced to pull off almost to the fence. Then to add insult to injury, another huge truck was driving west on Brookside.

G94-1

Please, please there are senior communities, family resident communities, two elementary schools, one Jr. High School and one High School within a mile of your thought process of adding another warehouse. I also notice kids, especially HS and Jr. HS kids seem to travel in packs and as kids will be pushing and shoving – I can see it now, one shove & just one truck, that's all it takes. The environment and air quality...do you have any idea how many senior citizens and children will be affected by this, not to mention the family residential communities.

G94-2

I am a senior citizen and I never thought I'd feel this way but it seems no one much worries about us nor veterans anymore, why listen to us you say? we're old and won't be here that long. But you don't have the right to take away what quality of life we have left, not to mention the health effects of children.

Of course everyone possible should write to you and beg or plead or do whatever it takes. "But" it's really up to you to listen to us and do the right thing, please.

Thank you,

Sheila Kelly  
Solera Oak Valley Greens

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***Responses to Comment Letter G94 – Shelia Kelly***

- G94-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G94-2** Comment noted and will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including but limited to, air quality impacts. Refer to DEIR **Section 4.2: Air Quality**, for additional information. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

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## Comment Letter G95 – Donna Littlefield

### Christina Taylor

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**From:** Donna Littlefield <littlefelddonna@icloud.com>  
**Sent:** Saturday, June 04, 2022 5:11 PM  
**To:** Christina Taylor  
**Cc:** donna littlefield  
**Subject:** Beaumont Summit Station

Hi,

I will get right to the point. Thank you.

My family moved to this area 26 years ago and we loved living in this area until now. We could even accept that things change and houses need to be built. This project is really a bad idea. I feel so bad for the Cherry Valley community along with the Beaumont community and with us in the Calimesa area. The pollution which has cancer causing effects, the traffic, taking away what is left of the rural area, the roads are already horrible and I don't see much improvement being done with that alone. The congestion in this area is already getting bad. The trucks are already a problem and with no where to park much less everything else that the trucks need to do to get on and off the freeway. Extra turning area, etc. Add more houses and warehouses and shopping and everyone will be using Calimesa Blvd to go around that congestion on the freeway like they already do.

Please consider that the people that live here have a voice and it isn't and shouldn't always be about money.

Thank you,

Donna Littlefield

Littlefelddonna@yahoo.com

Sent from my iPhone

G95-1

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### ***Responses to Comment Letter G95 – Donna Littlefield***

**G95-1** Comment noted and will be taken into consideration by decision-makers. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

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## Comment Letter G96 – Dr. Helmuth and Susan Fritz

**Christina Taylor**

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**From:** S Fritz <fritzs@j@hotmail.com>  
**Sent:** Saturday, June 04, 2022 5:21 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

We live in Beaumont in the Solera Oak Valley Greens neighborhood, and my husband and I are opposed to more industrial warehouses being constructed so near to our residential homes. The increased traffic, pollution, and noise, in addition to the industrial atmosphere created by these business warehouses lowers property values and are eyesore in that location. We along with many many others do not think any positive contribution these make to the city can make up for them being placed in that location. We opposed Gateway, and Summit Station will only exacerbate the problems. Please do not allow this project to move forward.

G96-1

Sincerely,

Dr. Helmuth and Susan Fritz

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***Responses to Comment Letter G96 – Dr. Helmuth and Susan Fritz***

- G96-1** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers. Additionally, the DEIR fully analyzed and disclosed all impacts associated with the Project, including but not limited to, air quality, noise, and transportation related impacts. Refer to **Section 4.2, Air Quality**, **Section 4.11, Noise**, and **Section 4.15, Transportation** for additional information.

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## Comment Letter G97 – Catherine Frates

**Christina Taylor**

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**From:** Catherine Frates <cathy.frates@icloud.com>  
**Sent:** Saturday, June 04, 2022 6:48 PM  
**To:** Christina Taylor  
**Subject:** summit station

I would like to know if any member voting "yes" for the summit station lives next to the proposed site-if none, then I propose it be built next to their home. It's time for them to be thinking about the well being of the people they represent and not the all mighty dollar

G97-1

Sent from my iPhone

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***Responses to Comment Letter G97 – Catherine Frates***

- G97-1**      Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G98 – Richard Bennecke

**Christina Taylor**

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**From:** Richard Bennecke <RBennecke@hotmail.com>  
**Sent:** Sunday, June 05, 2022 5:21 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station Specific Plan Draft EIR

I would like to submit the following comments re: Beaumont Summit Station Specific Plan Draft EIR.

This Project represents a major land use shift to an area which has been rural, Originally designated for multi-family housing with minimal impact to existing transportation infrastructure, this project will place extreme stress on the current roadways and connecting corridors. With this in mind, attention needs to be made on how the developer will contribute to the mitigation of this impact. Mitigation of this impact on the transportation network in the area should be funded upfront and begin today. If not, we will continue to have the current bottlenecks at Cherry Valley interchange. Planning for the required improvements will take time. The residents on the westside of Beaumont are, and have been, feeling the impact of the fast-paced housing development in the area. Let's be proactive and creative in getting ahead of what we know will be a problem down the road by improving our transportation corridors now.

G98-1

Richard J. Bennecke  
36709 Bay Hill Dr,  
Beaumont, CA

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### ***Responses to Comment Letter G98 – Richard Bennecke***

**G98-1** Comment noted and will be taken into consideration by decision-makers. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

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## Comment Letter G99 – Sharon Sylva

**Christina Taylor**

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**From:** Sharon <iamlovinretirement@gmail.com>  
**Sent:** Sunday, June 05, 2022 9:31 AM  
**To:** Christina Taylor  
**Subject:** Proposed 2.5 million square foot warehouse on Cherry Valley Blvd.

To whom It May Concern:

The Inland Empire already is facing the worst air pollution and traffic congestion in the entire United States. Data compiled by UCLA has shown that 71% of children of 10 years and under living in the area have asthma. The American Lung Association has rated Riverside County with an F for ozone and Particular Matter pollution. With the increasing number of warehouses in Beaumont/Banning area the semi-truck pollution will increase the rates of asthma, lung cancer and cardiovascular diseases.

From a report by the South Coast Air Quality Management District (SCAQMD), the office found that those living as close as a half-mile from warehouses have a much higher chance of developing complications with heart diseases and asthma. This warehouse will destroy this Pass area with more air pollution, traffic congestion and make this area the most unhealthiest area to live in.

Please consider the welfare of the residents that live here.

Thank you.

Sharon Sylva

Banning reside

G99-1

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***Responses to Comment Letter G99 – Sharon Sylva***

- G99-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. In addition refer to response G98-1 concerning traffic and congestion.

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## Comment Letter G100 – Robert Radabaugh and Rachel Lyon

**Christina Taylor**

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**From:** bob radabaugh <bobradaba@hotmail.com>  
**Sent:** Sunday, June 05, 2022 10:12 AM  
**To:** Christina Taylor  
**Cc:** RACHAEL Lyon  
**Subject:** Beaumont Summit Station EIR comments

June 4, 2022

Subject: Draft EIR

Project title: Beaumont Summit Station

Project applicant: Exeter Cherry Valley Land, LLC

Comments:

The key is zoning.

Once again, a thorough job of explaining all the Mitigation Measures that will make this project a success for Exeter Cherry Valley Land. Seems the chief mitigating resolution, for these 186 acres of rolling hills and open areas with some cattle grazing, is to sacrifice it to developers for \$\$'s.

EIR results presented are similar to the development on the North side of Cherry Valley Blvd. by the developer (*Shopoff*) who, as part of his push to get that project approved by the Riverside County Commission, proposed the Sunny-Cal Specific Plan (ref. Project Background), another fantasy idea floated to the public to calm nerves.

To me the issue is how this Beaumont city property should be zoned to meet the needs of the citizens of Beaumont? Do Not change this property to Industrial, fulfill the Sunny-Valley promise for the betterment of the community.

The City has already done a marvelous job in establishing a planned Industrial-Warehouse district that has the infrastructure & lots to build additional warehouses and Industrial businesses on W. 4<sup>th</sup> St.

Let's not let these outside real-estate flippers come into our city and destroy the rich heritage of Cherry Valley.

We don't want to see the "Welcome to Cherry Valley" sign replaced by "Entering Beaumont Summit Station".

Respectfully,

G100-1

Robert Radabaugh & Rachael Lyon  
886 Annandale Rd  
Beaumont CA 92223



***Responses to Comment Letter G100 – Robert Radabaugh and Rachel Lyon***

- G100-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G101 – Katuria Julius

**Christina Taylor**

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**From:** Katuria Julius <katuriaj2117@gmail.com>  
**Sent:** Sunday, June 05, 2022 10:22 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station

I am writing to say that I am against the building of more warehouses in this area. It is bad for the environment, traffic, and health. We live in a senior community and this is not at all what we signed up for in our area. Do not change the zone to industrial. It should meet the needs of the citizens in this community, NO MORE Warehouses PLEASE!!!

G101-1

K. Julius

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***Responses to Comment Letter G101 – Katuria Julius***

- G101-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G102 – John Mitchell

**Christina Taylor**

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**From:** John Mitchell <mitchell71144@hotmail.com>  
**Sent:** Sunday, June 05, 2022 1:22 PM  
**To:** Christina Taylor

I am opposed to the placement of a 2.5 million square feet warehouse along Brookside Avenue next to the housing communities in that location. The three warehouses that Calimesa are installing along Cherry Valley Boulevard is enough for this area. My opposition is for the following:

G102-1

1. The consuming of large tracts of land along with the land consumed by new housing has caused enough problems traffic wise as it is.
2. Freight trucks generate air pollutants, noise, pavement damage and traffic safety threats.
3. Trucks create a higher environmental impact than a passenger vehicle.
4. Exposure of local residents, especially children and the elderly to truck related emissions like NOx and particulate matter will cause health outcomes to this group of citizens
5. The incorporation of the warehouse and all the new housing will not have infrastructure to support the growing community, Beaumont has done little to nothing to improve the infrastructure with all the houses, as witnessed by the current traffic nightmares, and it seems that even with Melo Roo's in effect no infrastructure is accomplished, for example no new wastewater treatment plant to support new construction, no new fire stations, etc,etc,etc.
6. Warehouses do not belong in a housing community.
7. Warehouses seem to be a product of greed.

G102-2

John Mitchell  
940 Essex Rd  
Beaumont, Ca  
Sent from [Mail](#) for Windows

Sent from [Mail](#) for Windows

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***Responses to Comment Letter G102 – John Mitchell***

- G102-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G102-2** Comment noted will be taken into consideration by decision-makers. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, **Section 4.11, Noise**, of the DEIR fully analyzes and discloses all noise related impacts associated with the development of the proposed Project

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## Comment Letter G103 – Diane Franklin

**Christina Taylor**

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**From:** Diane Franklin <disabelf@gmail.com>  
**Sent:** Sunday, June 05, 2022 1:44 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am a resident of Cherry Valley and a member of CVAN. I have lived here in Cherry Valley since 2011. I was a part of the big group of people that opposed the San Geronio Crossing/ Gateway Center Project (Warehouse) that is now being built on Cherry Valley Boulevard. We were not successful in stopping it.

They changed the area to light industrial from rural to allow the project to continue. Now, Beaumont managed to annex more land from Cherry Valley. I had heard that Cherry Valley originally had their boundary on 11th Street and Beaumont had moved up to Bellflower with the exception of the high school. Now I heard that Cherry Valley boarders have changed to Union to the west. Now that is a concern, no land to the 10. But the main concern and those of others who live here is the proposal of the Summit Station, which will be located on the Beaumont annex property across from the Gateway Center. It will be another warehouse complex which will be having 24-7 daily big rigs coming in and out from the 10 onto Cherry Valley Blvd. The traffic on Cherry Valley Blvd. and the 10 is already impacted by traffic on the west side from the housing development. We just had an accident of a big rig loosing control trying to maneuver onto the 10 from Cherry Valley Blvd. We haven't seen yet what will happened when more trucks will be using the 10 and Cherry Valley Blvd. The reports gloss over the impact of traffic, they make it sound that it would be negative, no problems. We already have problems with out any trucks, imagine doubling up having two busy warehouses on each side of Cherry Valley Blvd. It probably would be advantageous to the landowner to be able to sell his land as an industrial complex but not to the best interest of us citizens of Cherry Valley. It would be great if we as citizens were recognized as owners, consumers, and citizens of our community and were given a voice. I hope we have a voice and you as our representatives hear it! Many of us think the Summit Station is a terrible idea and is not progress but a step in the wrong direction.

Sincerely,  
Diane Franklin

G103-1

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***Responses to Comment Letter G103 – Diane Franklin***

**G103-1** The commentor is correct, in that the Project does include warehousing. More specifically, the Project is proposed as follows:

**Planning Area 1 (Parcels 1, 2, and 3)** is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

**Planning Area 2 (Parcel 4)** would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

**Planning Area 3 (Parcel 5)** would remain as permanent open space.

This comment has been noted and will be taken into consideration by decision-makers.

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## Comment Letter G104 – Jerrie Offerdahl

**Christina Taylor**

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**From:** Jerrie Offerdahl <jerrieofferdahl@aol.com>  
**Sent:** Sunday, June 05, 2022 2:36 PM  
**To:** Christina Taylor  
**Subject:** Warehouse

We do Not need more warehouses in Cherry Valley. When we purchased our property it was all zone for agriculture. Now it is just rezoned whenever the city wants to make money. Totally unfair to us home owners. Please stop it.

G104-1

Sent from my iPad. Jerrie

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***Responses to Comment Letter G104 – Jerrie Offerdahl***

- G104-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G105 – Caroline Sherwood

**Christina Taylor**

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**From:** Caroline Sherwood <violet93765@yahoo.com>  
**Sent:** Sunday, June 05, 2022 3:44 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouses

Hello,

My husband and I moved to Solera community right before covid. It's very peaceful. We like this area of Beaumont/Cherry Valley because of the rural atmosphere and small town feeling: Cherry Valley feed, Ace hardware, Flo's restaurant, cows, horses, and gardens. We were shocked the city of Calimesa allowed those warehouses across the street from the proposed Summit Station area!! It has destroyed our rolling hillside view, let alone the truck traffic it will cause with people on their way to and from work...no rural atmosphere anymore with mac trucks coming and going. My husband has begun to think we moved to the wrong place. The adjoining cities of Calimesa, Beaumont, and Banning have a madness with warehouses. The Summit Station warehouse will only magnify this madness. In Beaumont's General Plan for the city dated November 2020, they state their purpose of the plan is to improve quality of life, promote a 'sense of place' (not sure what that means tho), and enhance community character. We ask, how do warehouses improve quality of life? They will pollute the air more, cause a traffic nightmare even with the proposed change to Cherry Valley Blvd/I-10 interstate. We ask, how do warehouses promote a 'sense of place'? Well, let's see...rural atmosphere and small town feel will disappear completely. We will be known for that stretch of I-10 that has all the warehouses. Seriously, that is what Beaumont, Calimesa, and Banning want to be known for? Lastly we ask, how do warehouses enhance community character? From what I've learned about the people of Beaumont, they are very kind, fun, loving, and generous. It's history is full of diverse heritages. I think warehouses have no character, in fact, I think the idea means the city is either desperate or dumb. My husband and I are NOT for amending the Sunny Cal Specific Plan to allow mix industrial. We would like the area to remain as single family dwelling. Let's stick with the PLAN! Why not keep the warehouses where they are—over by Amazon and Wolverine? Why is Banning trying to put them over by Sun Lakes another senior community? Beaumont needs to step up and lead on-no warehouses at all in our 3 communities!

G105-1

Thanks for listening,  
Violet

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***Responses to Comment Letter G105 – Caroline Sherwood***

- G105-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G106 – Doris Foreman

**Christina Taylor**

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**From:** s <doris4man@netscape.net>  
**Sent:** Sunday, June 05, 2022 5:09 PM  
**To:** Christina Taylor  
**Subject:** Comments on the Warehouse

I urge the City Council to deny the proposed zoning change to e-commerce/warehouse use. The city has approve an industrial area south of I-10 where large warehouses are located away from residential homes and schools.

G106-1

A drive along 6th Street/Ramsey or I-10 one sees a hazy fog in the air unless it has just rained. This is before the two large warehouses under construction at the western end of Cherry Valley Boulevard open. Air quality will get worse if an additional warehouses are built so close to two senior communities, an elementary school, middle school and high school.

The jobs created for warehouse workers are temporary with a high turn over rate. It is unrealistic that the "building manager or designee will be responsible for restricting trucks and support equipment from non essential idling longer than 5 minutes while on site." Will a third party truck driver respond to the building manager or designee if confronted when this person has no direct supervisory responsibility for the driver's performance or evaluation? How will this 5 minute idle time be monitored when trucks are continually arriving? What mechanism will be used? How ill the tenant have control over the age of the trucks arriving at a given bay?

G106-2

The purchase of electric zero emission vehicle passenger cars for onsite employees employed for five years is unlikely due to the high turn over rate. Many employees are employed by employment agencies, not the warehouse tenant. The 119 parking spaces for clean air/electric vehicles will go unused. A salary of \$17 - \$20/hour does not ensure purchase of an electric vehicle which has a base price of \$27,000 upward. There will not be employees rushing to purchase electric vehicles at these salary levels.

G106-3

Please do not approve the zone change!

Sincerely,  
Doris Foreman  
1781 Desert Poppy Lane  
Beaumont

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***Responses to Comment Letter G106 – Doris Foreman***

**G106-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G106-2** All applicable mitigation measures, conditions of approval and project design features (PDFs) would be implemented during the Project's short-term and long-term phases. PDFs specifically would be incorporated into the Project are therefore subject to compliance.

The following PDFs are proposed:

**PDF AQ-3** Tenant lease agreements for Phase 1 shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site.

**PDF AQ-4** All heavy-duty vehicles registered in California entering or operated on Phase 1 shall be model year 2010 or later. This requirement shall be included as part of tenant's agreement with third-party carriers. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the Phase 1 use year 2010 or newer engines. The records shall be maintained onsite and be made available for inspection by the City. Encouraging the use of model year 2010 or newer trucks and other efficiency measures could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would facilitate compliance with SCAQMD Rule 2305 2305 (Warehouse Indirect Source Rule).

**PDF AQ-5** Phase 1 facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building manager or their designee shall be responsible for enforcing these requirements.

**PDF AQ-6** Phase 1 tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. The building manager or their designee shall be responsible for enforcing these requirements.

**PDF AQ-7** Phase 1 tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications. The building manager or their designee shall be responsible for enforcing these requirements.

**PDF AQ-8** The facility operator for Phase 1 shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course

#512). The building manager or their designee shall be responsible for enforcing these requirements.

**PDF AQ-9** Phase 1 tenants shall include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

**PDF AQ-10** The Phase 1 site shall install 30 light-duty vehicle charging stations and conduit for 59 future electric light-duty vehicle charging stations. Spaces with conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as "EV CAPABLE."

**G106-3** This comment refers to PDF AQ-16. Your comment is noted will be taken into consideration by decision-makers.

## Comment Letter G107 – Joe Rose

**Christina Taylor**

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**From:** K Danice Rose <jdjkrose@gmail.com>  
**Sent:** Sunday, June 05, 2022 8:20 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

I have lived in Fairway Canyon for 17 years and have watched the exponential growth without the proper infrastructure in place in a timely manner. It has been nearly impossible to travel from our residence to the High School during traffic hours. Adding another warehouse will almost certainly cut is off from the rest of Beaumont and Calimesa amenities. You need to come over to Palmer and Cheery Valley Blvd at 7:30 AM on a school day to see for yourself. Calimesa is to blame for the first series of warehousing in Cherry Valley. Additional warehouses without the proper road infrastructure is irresponsible and dangerous.

G107-1

Joe Rose  
Jdjkrose@gmail.com

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### ***Responses to Comment Letter G107 – Joe Rose***

**G107-1** Comment noted and will be taken into consideration by decision-makers. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

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## Comment Letter G108 – Gail West

**Christina Taylor**

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**From:** Gail West <mattgailannie@hotmail.com>  
**Sent:** Monday, June 06, 2022 8:10 AM  
**To:** Christina Taylor  
**Subject:** "Summit Station" Please do not allow another mega warehouse near our Solera neighbor. It would make our air even more unhealthy. Thank You Matthew West and Gail west

G108-1

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***Responses to Comment Letter G108 – Gail West***

- G108-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G109 – James and Susan Karalun

**Christina Taylor**

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**From:** Sue Karalun <suek46@hotmail.com>  
**Sent:** Monday, June 06, 2022 9:43 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station

We are opposed to the idea of amending the previously approved Sunny-Cal Specific Plan to allow for 2,557,465 square feet of e-commerce uses on approximately 140 acres, up to 150,000 square feet of commercial uses (including hotel, retail and restaurant uses) on approximately 11 acres. This land is across from current residential housing, with children, and a 1290 home 55 plus community. The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial to allow for the proposed e-commerce uses. Changing the designation for these parcels is not in the best interest of the residents who reside in the neighboring communities as older adults and children are the most vulnerable when it comes to environmental hazards.

G109-1

Warehouses bring with them increased traffic and pollution. We don't need this in our community and urge the members of the City Council to vote no on changing the General Plan designation from Single Family residential to Industrial.

G109-2

Thank you,  
James and Susan Karalun  
995 Gleneagles Rd  
Beaumont, CA 92223

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***Responses to Comment Letter G109 – James and Susan Karalun***

- G109-1** The introduction of this comment summarized the project description of the proposed Project and expresses the commentor's concern of the proposed Project. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G109-2** Comment noted. Refer to response G109-1 above. In addition, **Section 4.2, Air Quality**, of the DEIR fully and analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.

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## Comment Letter G110 – Ronald and Debbie Monroe

**Christina Taylor**

**From:** RONALD MONROE <ronoap@aol.com>  
**Sent:** Monday, June 06, 2022 10:00 AM  
**To:** Christina Taylor  
**Subject:** Fwd: Summit Station

-----Original Message-----

**From:** RONALD MONROE <ronoap@aol.com>  
**To:** ctaylor@Beaumont.gov <ctaylor@Beaumont.gov>  
**Sent:** Mon, Jun 6, 2022 9:53 am  
**Subject:** Summit Station

Please add our names to the growing opposition of the proposed Summit Station development.

G110-1

My wife and I live in the Solera community of Beaumont, California. In addition to the usual noise and environmental concerns, let me add a few more.

In case of a disaster requiring evacuation of the Solera community, truck traffic along Brookside Ave will cause evacuations from Solera to be extremely difficult. Brookside Ave is the primary evacuation route for Solera with three entry/exit gates on Brookside Ave. There are many homes on the west side of the community that will use these gates to exit. Brookside with all the truck traffic and employee traffic will make evacuations next to impossible. Increased truck traffic will also delay emergency responders responding to Solera and other communities facing Brookside Ave and Cherry Valley Ave. The Solera community will be negatively affected by the proposed Summit development regardless of whatever traffic pattern is implemented.

G110-2

Water....Our state, county and city is in a continual drought. Solera residents and HOA are actively reducing our water usage. My wife and I water our lawns twice a week and take other steps to conserve water. The Solera HOA has reduced its greenbelt watering program by fifty percent. That being said, The proposed Summit development would wipe out any water conservation programs that Solera and its residents have implemented. The Summit development is going to use massive amounts of water during construction. Once completed, Summit Station tenants will use water for restrooms, break areas and fire protection systems to include sprinkler systems, interior fire hydrants and most likely truck washing bays. Lets not forget any landscaping the Summit Station will put in and have to maintain. The obvious question is where does all that water come from? Does our community suffer at the hands of the Summit development? I should hope not. Water conservation is huge and rightfully so. I hope a water usage study was conducted to further prove my point. Massive developments use massive amounts of water that our community does not have.

G110-3

Fire protection is going to be costly in the event of a fire. One only has to look as the massive warehouse fire the occurred in Redlands off the I-10 Freeway last year. As a retired firefighter, I can already see that the warehouse will have a massive fire load. Responding fire units will be initially overwhelmed by the amount of fire and lack of resources to fight a fire of this size. The closest fire station will be coming from Cherry Valley followed by the two other Beaumont fire stations further east of the development. Other fire mutual aid will be coming from nearby communities. Police resources will be overwhelmed in the form of evacuation support and road closures. All these committed fire resources will put a strain on the City of Beaumont and Cherry Valley should another fire/medical emergency take place at the same time. At present, there is no Beaumont fire station west of Oak Valley Parkway. I strongly urge the city council to immediately build a temporary three bay fire station housing two paramedic fire engines and one ladder truck company, all fully paid and staffed regardless of the outcome of the Summit Station development.

G110-4

In closing, I respectfully ask that the City of Beaumont and other governmental agencies strongly oppose the Summit Station development. No amount of increased tax money is worth putting lives at jeopardy. I believe our community has enough warehouses as it is. More warehouse and other large scale developments using massive amounts of water, causing massive traffic problems and impacting public safety of Beaumont and it neighbors is not needed now or in the future. I respectfully ask that the City of Beaumont to vote no on the proposed Summit Station development.

G110-5

Ron and Debbie Monroe

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***Responses to Comment Letter G110 – Ronald and Debbie Monroe***

**G110-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G110-2** Traffic (diesel) circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic (diesel) associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Project traffic would not overrun roadways associated with residential neighborhoods.

According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
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- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

As noted in **Section 4.13, Public Services** of the DEIR (page 4.13-10), the Riverside County Fire Department (RCFD) has reviewed the Project design to ensure conformance to RCFD requirements and would thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget).

**G110-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

A Water Supply Assessment (**Appendix I**) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project during normal, dry, and multiple dry years. Refer to **Appendix I** and **Section 4.17, Utilities and Service Systems**, of the DEIR for additional information.

**G110-4** Refer to response to G110-2 above. Furthermore, as stated in **Section 4.13, Public Services**, of the DEIR (pages 4.13-10 through 4.13-11), The Project would not directly increase population and the officer to population ratio would remain the same and would not substantially affect service ratios, response times, or other performance objectives.

**G110-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

## Comment Letter G111 – Michael Collins

### Christina Taylor

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**From:** Michael Collins <mkcollins@gmail.com>  
**Sent:** Monday, June 06, 2022 10:10 AM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station  
**Attachments:** Beaumont station.doc

Ms. Taylor,

Attached, please find my letter in opposition to the Beaumont Summit Station project. Thank you for allowing me the opportunity to speak to the unbridled growth of warehouse space in the once, pristine Pass Area and for helping to get my voice heard. G111-1

Michael Collins  
Banning, CA  
714-469-3572

While I am not a citizen of Beaumont, I do live in the Pass Area and this project will directly affect me as I travel the I-10 corridor, specifically the Cherry Valley off ramp as I have children and grandchildren that live there, and do the vast majority of my shopping in Beaumont.

When we retired a few years ago, we decided to take what little we had and leave the built up, noisy, polluted Orange County and move to the Pass Area for its pristine scenery, open spaces and to be closer to our kids. What a mistake that was! In the few years we have lived here, we have watched the explosion of millions upon millions of square feet of warehouse spaces either built, under construction or in the planning stages. Most of the warehouses being built or in the approval process don't even have tenants, they are being built on the premise that, because there is currently a shortage of space, companies will flock to occupy them. California is in the middle of an historic drought and yet they continue to add these huge buildings, with no infrastructure (roads, water, sewer, electrify) in place to support them! Beaumont Summit is a prime example of this. Yes, eventually the Cherry Valley interchange with the I-10 will be upgraded, but not until years after the millions of square feet of warehouses, along with the hundreds of additional daily truck trips have already begun. It was less than a year ago when Beaumont spent hundreds of thousands of dollars to update their General Plan, a vision for how they wanted to see the area growth planned. And now some developer wants to change all that with the promise of jobs. Anyone who has ever worked in the warehouse industry knows this of the lie that is. With increased automation, what few jobs they offer are low wage, dead end affairs. I know that where I live, all the City Council keeps repeating is "but they're giving us four million dollars in developer fees!", which is about 1 and a half times what they should be. It seems the elected officials in the Pass are care more for developer fees than they do for the people they promised to serve!

The Inland Empire in general and the Pass are in particular is either the second or third largest area in the Country for turning farmland and beautiful vistas for large, squat, ugly warehouses. Our area consistently has the WORST air quality in the Nation because of geography and one of the only east, west truck routes in and out of Southern California and now they want to add hundreds of additional truck trips to our area, with all the

G111-2

unknown hazards of diesel particulate matter?!? And yet, the EPA says these warehouses can offset all the truck air pollution by using electric forklifts and installing solar panels on the buildings. How does that keep us from being assailed by the light, noise and air pollution all these trucks and warehouses bring? I spent many years as an over the road trucker and can attest to the fact that, in order to maintain their comfort, drivers will idle their trucks to maintain the heating or air conditioning in their trucks. How do solar panels and electric forklifts offset that? That's like saying if you create 100 acres of rain forest in Brazil, you can spew several hundred more metric tons of particulate matter into the air in California! It's for that reason that many cities in the Inland Empire have declared moratoriums on warehouse development; they just don't know the long term effects of all that fine silt getting pushed into people's lungs. It's the same throughout the Pass area, warehouses are built, truck trips increase and there are still not the roads and other things needed to support them, in place. An example of this can be seen along the 215 corridor between Moreno Valley and Menifee where, So Cal Edison won't even commit to being able to power the vast majority of them! In Redlands, where warehouses have grown without restriction, try getting off the I-10 at California Street. Because of all the warehouses built there, traffic does not move because of the number of trucks and this is happening in the entire Pass area as well and will only get worse with the hundreds of millions of square feet of warehouse space planned for the Pass area!! Is that what we want to raise our children and grandchildren in or want to see happen to our area? Even though I live in Banning, I have to drive those roads everyday and have watched traffic deteriorate badly in this time. Between Yucaipa and the Morongo Reservation I find semi trucks in every lane on the freeway, not just the right two where they are restricted by law. Adding several million more square feet of warehouse space will only exacerbate an already intolerable problem.

Thank you for taking the time to listen and hopefully hear what I have to say.

Michael Collins  
714-469-3572  
Banning, CA

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***Responses to Comment Letter G111 – Michael Collins***

- G111-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G111-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality, transportation, and utilities and service systems related impacts. Refer to **Section 4.2, Air Quality**, **Section 4.15, Transportation and Traffic**, and **Section 4.17, Utilities and Service Systems** of the DEIR for additional information.

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## Comment Letter G112 – Sharon Sylva

June 5, 2022

Christina Taylor  
Community Development Director  
City of Beaumont  
550 East 6th Street  
Beaumont, CA. 92223

Regarding: Proposed 2.5 million square foot warehouse on Cherry Valley Blvd.

Dear Christina:

This letter is against the change of zoning and building of the 2.5 million square feet of warehouse to be located on Cherry Valley Blvd. and here are the reasons why.

1. The Inland Empire already is facing the WORST AIR POLLUTION and TRAFFIC CONGESTION in the entire United States.
2. Data compiled by UCLA has shown that 71% OF CHILDREN OF 10 YEARS AND UNDER LIVING IN THIS AREA HAVE ASTHMA.
3. The American Lung Association has RATED RIVERSIDE COUNTY WITH AN "F" FOR OZONE AND PARTICULAR MATTER POLLUTION.
4. With the increasing number of warehouses along with the semi-truck traffic in the Pass area, there WILL BE A DRAMATIC INCREASE OF ASTHMA, LUNG CANCER AND CARDIOVASCULAR DISEASES.
5. South Coast Air Quality Management District (SCAQMD) found that PEOPLE LIVING AS CLOSE AS A HALF-MILE FROM WAREHOUSES HAS A HIGHER CHANCE OF DEVELOPING COMPLICATIONS WITH HEART DISEASES AND ASTHMA.

This warehouse and any other proposed warehouses will destroy the Pass area with more air pollution, traffic congestion, children's safety, water use, real estate and the beauty of this area.

Please consider the welfare of the residents living here.

Thank you for all that you can do to stop this warehouse and any others from being built.

Sharon Sylva.

*Sharon Sylva*  
*1395 Paradise Island Ln*  
*Banning, CA 92220*

G112-1

G112-2

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***Responses to Comment Letter G112 – Sharon Sylva***

**G112-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G112-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. In addition, A Water Supply Assessment (**Appendix I**) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project during normal, dry, and multiple dry years. Refer to **Appendix I** and **Section 4.17, Utilities and Service Systems**, of the DEIR for additional information.

Lastly, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G113 – Mary L. Noll

**Christina Taylor**

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**From:** marylou noll <marylounoll@msn.com>  
**Sent:** Monday, June 06, 2022 11:38 AM  
**To:** Christina Taylor  
**Subject:** Summit Station

I am opposed to this development for the following reasons:

G113  
-1

This property is not zoned for industrial use. Do not let the developer change the zoning.

G113  
-2

Air pollution from a 2.5 million sq. ft. warehouse with trucks arriving 24/7. Our air quality is already at risk from the warehouses on Cherry Valley Blvd.

Lack of infrastructure, this area can't handle 18 wheelers. The proposed change to the Cherry Valley Interchange will take years to build. Brookside over Interstate 10 is only two lanes wide. It can hardly manage the traffic going to and from the high school.

G113  
-3

Warehouses do not belong next to residential areas. The City of Colton just stated this in not allowing a warehouse building permit. Beaumont has an Industrial-Warehouse district on 4<sup>th</sup> Street. Please keep warehouses there.

My husband and I moved to Solera to be close to our son and his family. We wanted a quiet and well-maintained community. We enjoyed the views of the rolling hills and countryside. I lost my husband to Covid in 2020. This development, if approved, will impact the quality of life for myself and 1,290 households in Solera and many more on either side of Interstate 10.

G113  
-4

Please do not change the zoning.

Sincerely,

Mary L. Noll  
1738 Snowberry  
Beaumont, CA 92223

Sent from [Mail](#) for Windows

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***Responses to Comment Letter G113 – Mary L. Noll***

**G113-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G113-2** See response G113-1 above. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information.

**G113-3** See response G113-1 above. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
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- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

**G113-4** See response G113-1 above.

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## Comment Letter G114 – Jodi Lindman

**Christina Taylor**

**From:** Jodi Lindman <jodilindman@gmail.com>  
**Sent:** Monday, June 06, 2022 1:10 PM  
**To:** Christina Taylor; Lloyd White  
**Subject:** Summit Station

6/5/22

Dear Beaumont City Council,

RE: Summit Station Warehouse

The time has come for you to lead the city of Beaumont into the city of tomorrow. Not to follow the other cities in the Inland Empire who have sold out to big business and corporate greed. Our city should be about all our residents, from children to seniors, their welfare should be your main concern. Not some shortsighted financial gain that in the end will cause pollution which will cause health problems, traffic which could cause accidents leading to deaths, and lower paying job. As a 10-year citizen of Beaumont, I have watched in horror as the traffic continues to bottleneck many times coming to a standstill. Many residents have moved to Beaumont for cleaner air, good schools and parks and open space. Move traffic and the continued building of warehouses will only make our community less desirable and therefore effect our property values. Having another warehouse located off Cherry Valley Blvd will only increase traffic, pollution, and car accidents. Many families used both Cherry Valley Blvd and Brookside Ave to take their children to school. Also, many high school students are also driving themselves to school, which creates a serious situation with hundreds of diesel trucks sharing the road. One death is to much. What we need in North Beaumont is shopping, theaters, nice restaurants, and hotels. Services that families can enjoy. The Beaumont planning commission has already made mistakes. Placing all our services off Highland Springs has already been a traffic nightmare. Infrastructure and planning have not kept pace with growth, the freeway interchanges are inadequate for the traffic, and that will hold true with Cherry Valley Blvd. Yes, I see they are planning a new interchange, but in reality, how long will that take to build and once built will it accommodate the new traffic and growth. Just go down to Redlands and see the traffic nightmare at all the interchanges brought on by warehouse traffic.

The city of Beaumont supported stopping the Gateway Warehouse in Cherry Valley, what has changed to make you now think it's a good idea to build one across the street in Beaumont? How much money are you getting from the landowner (who was first in line to support the Gateway Warehouse), the developers? Is it really worth a lifetime of ruining our Beautiful community of Beaumont. You have a choice to bring our beautiful community into the future and say no to warehouses and yes to sustained growth with emphasis on families and seniors who call Beaumont their home.

I have included a condensed version of the LA times article written by *Susan A. Phillips* is professor of environmental analysis and director of the Robert Redford Conservancy for Southern California Sustainability at Pitzer College. <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment?fbclid=IwARISUFOexM7G0Os9qeFUUTdbJyCajPYOy2ck-u2vwKoctkVXYMf8mu7Vd0E>

"Over the last 20 years, I've watched open land and farmland in the Inland Empire become a gridlocked sea of warehouses. These giant boxes have worsened traffic, air quality, cancer rates and chronic health problems in the region and have cemented poverty here. The industry once touted as a blue-collar miracle is instead filled with [temp jobs](#) rife with [health and safety issues](#), [wage theft](#), little job security and a future in which [robotic workers](#) are predicted to reign supreme. "There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. (Graham Brady / Redford Conservancy at Pitzer College)"

G114-3

Forty percent of the nation's goods now travel through the Inland Empire, mainly in diesel trucks but also via trains and planes. Their combined emissions caused the Riverside-San Bernardino-Ontario area to have [the worst air quality](#) in the United States as of 2019. This means we have more days of high ozone and particulate matter exposure than most places in the country.

The Inland Empire is at a breaking point. More than a dozen groups throughout its vast 27,000-square-mile region are attempting to pass [moratoriums](#) on warehouse construction. **But conservative politics and development money continue to win out.** City councils in what are known as "[diesel death zones](#)" routinely sacrifice the health of residents for economic benefit in areas that often have lower income populations. New construction of warehouses should be minimized if not eliminated. Community participation in the planning process should become a priority.

Creating a regional commitment to the principles of national and state legislation to conserve 30% of open and working lands, and coastal waters, by 2030 could make the Inland Empire a keystone region for nature-based solutions to climate change.

Today, each new warehouse — each new dot on the map — represents a new group of people struggling to have their voices heard. Senior citizens in Banning. Community members in Fontana, Colton or San Bernardino. Concerned neighbors in nearby Bloomington. Residents in Moreno Valley. Farmers and families in Ontario." And family neighborhoods in Beaumont." " LA Times

Please say no to approving the Summit Station Warehouse. Instead continue on with the main plan bringing services and housing to the area.

Regards,  
Jodi Lindman  
933 Southwind Ct'  
Beaumont, CA 92223  
[jodilindman@gmail.com](mailto:jodilindman@gmail.com)

### ***Responses to Comment Letter G114 – Jodi Lindman***

**G114-1** Comment noted. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

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The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

**G114-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

- G114-3** Comment has been noted will be taken into consideration by decision-makers. This comment is an article from the LA times to support the commentor's reasoning for opposing the proposed Project.

## Comment Letter G115 – Laura Welch

**Christina Taylor**

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**From:** Laura Welch <lwelch731@gmail.com>  
**Sent:** Monday, June 06, 2022 1:44 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Dear Planning Commissioners:

We adamantly oppose the mega warehouse proposed to be located between Cherry Valley Boulevard and Brookside Avenue. We moved here from San Bernardino County for a different quality of life and we believe this project could subject many to great health risks and that it could also environmentally devastate our area that we have come to love so much. Our community cannot withstand this mega warehouse and we respectfully and adamantly request denial of this project.

G115-1

James and Laura Welch  
1008 Blackhawk Dr.  
Beaumont CA, 92223  
909-633-5464

Sent from my iPhone

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***Responses to Comment Letter G115 – Laura Welch***

- G115-1** Comment noted and will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality and health risk related impacts. Refer to **Section 4.2, Air Quality** for additional information. A Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR) and determined that the proposed Project would not have an adverse impact on surrounding residents.

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## Comment Letter G116 – Dennis James

**Christina Taylor**

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**From:** Dennis James <gmcbone.dj@gmail.com>  
**Sent:** Monday, June 06, 2022 2:11 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse Project

To whom it may concern,

As a Solera homeowner I am extremely troubled by the proposed warehouse project. Before purchasing our home we researched the surrounding area and found it to be of a rural nature and the existing zoning and general plan designation supported that distinction. So why spend the money and effort to create a general plan for land use if the powers that be are just going to violate the provisions whenever the mood strikes them? Talk about a violation of the public trust!! This action is unconscionable!! Have you forgotten your elected oaths? Where does your allegiance lie, with the citizens of Beaumont and the pass or with the developers? This project is definitely not in the best interests of the citizens of Beaumont!! So why violate the general plan, provide exemption from the zoning designation and walk all over the public trust to curry favor with the developers?? We implore you to do the right thing and reject this project.

G116-1

Sincerely,  
Dennis and Adel James  
952 Brentwood Rd  
Beaumont, Ca

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***Responses to Comment Letter G116 – Dennis James***

**G116-1** As discussed in Chapter 3, Project Description, the Project includes, but limited to, the following approvals:

**Specific Plan Adoption. SP2021-0005**

Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

**General Plan Amendment No. PLAN2021-0656**

The Project site is presently designated as "Single Family Residential" by the General Plan. A General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses.

To reiterate, upon approval the proposed Project's entitlements, the proposed Project would be consistent with the City's Zoning Ordinance and Zoning Map and the General Plan Land Use Map.

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## Comment Letter G117 – James and Sherri Andervich

**Christina Taylor**

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**From:** Sherri Andervich <i2scribe@earthlink.net>  
**Sent:** Monday, June 06, 2022 2:24 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

My husband and I strenuously oppose the construction of a 2,5 million sq.ft. warehouse on Cherry Valley Blvd. adjacent to our Solera community. G117-1

James & Sherri Andervich

1678 Woodlands Rd.

951-797-0085

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***Responses to Comment Letter G117 – James and Sherri Andervich***

- G117-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G118 – Russell Thompson

### Christina Taylor

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**From:** Russell Thompson <redlandsruss@yahoo.com>  
**Sent:** Monday, June 06, 2022 2:31 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouse

This will document my opposition to the construction of the Summit Station Warehouse. There are several reasons why I feel this way: (1) It will add more traffic to what will be an overcrowded freeway access and will require that a new freeway access be built. (2) Because of the amount of vehicles going in and out, it will create more pollution to the environment. (3) It will create a noisier environment.

G118  
-1

I moved to Solera to get away from congestion, not to be in the midst of it. Thank you for your attention and consideration of this matter

Russ Thompson

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### ***Responses to Comment Letter G118 – Russell Thompson***

**G118-1** The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information. Similarly, the DEIR fully analyzed and disclosed all noise related impacts associated with the Project. Refer to **Section 4.11, Noise** for more information.

Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impact analyses, as required by CEQA.

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## Comment Letter G119 – Carlos Gutierrez

**Christina Taylor**

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**From:** Carlos Gutierrez <carlosgutierrezxco@gmail.com>  
**Sent:** Monday, June 06, 2022 3:06 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station

Hello Christina, I am a resident in the Stetson neighborhood here in Beaumont. I have reviewed the Draft EIR regarding the Beaumont Summit Station and I'm very concerned with the impact the proposed development will have on the City of Beaumont, surrounding cities, and all the residents. The traffic, the air quality, the noise, the pollution, the wildlife, will all negatively affect the residents in Beaumont. This is not the location for a warehouse. I will be at the public hearings to oppose the proposed Beaumont Summit station. It should stay zoned for the Sunny Cal Specific Plan.

G119-1

Carlos Gutierrez  
(951)323-6129

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***Responses to Comment Letter G119 – Carlos Gutierrez***

- G119-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G120 – Judith Kropf

**Christina Taylor**

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**From:** Judith Kropf <jkropf@2data.net>  
**Sent:** Monday, June 06, 2022 2:38 PM  
**To:** Christina Taylor  
**Subject:** Summit Station Warehouses

I live in Solera and how dare you planing commissioners even think of changing the city plans from residential property to commercial property. this whole area south of Brookside Ave is a senior community and we have enough health problems without having all those trucks with there pollution. In the last 4 months our air quality has only hit good 4 days and the rest of time it has been moderate to unhealthy for the 4 months. I know my health has been declining with all the truck traffic around here. We now have too many warehouses in this area. Also our electric so expensive around here and it will only get worst with their power being on 24/7. our power gets shut off too often now. when it gets shut off again I personally will go after the city for any lose of food or any fires we might have. Now we have to watch the use of water and you can fine me for not doing that if you bring in these warehouses. Are we going to have to pay for the upkeep of all our roads around us or are you going to charge the developer? I hope they will have to stay off of Brookside and only use Cherry Valley. We are paying all these mellow rouse taxes for upkeep of the roads and fire department and water coming into the area. The warehouses on Cherry Valley did not have to pay any of that and they still don't have to. I hope they will have to also.

G120  
-1

G120  
-2

Judith Kropf

1570 Castle Pines Lane, Beaumont, CA

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***Responses to Comment Letter G120 – Judith Kropf***

**G120-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G120-2** Refer to response to G120-2 above.

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## Comment Letter G121 – Susan Gagnon

**Christina Taylor**

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**From:** Sue <singinsue3@yahoo.com>  
**Sent:** Monday, June 06, 2022 3:18 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit

I am writing to protest another large warehouse being build across from the one still being built on Cherry Valley. As a resident that moved to Cherry Valley for a more rural atmosphere that is being taken away little by little. We are already feeling the effects of the building process and it will continue to get worse as hundreds of trucks begin going into and out of the warehouse now being built. The smog from the diesel trucks, the road (Cherry Valley) already being torn up, and the traffic is already a mess for those of us that use it daily, and will continue to get worse when the first warehouse actually opens. It is already dangerous even trying to get on the freeway at Cherry Valley or crossing over due to the huge development on the other side of the freeway. They changed the zoning for the first warehouse and now want to take away the rural area on the other side by changing the zoning there also. Please re-consider another ugly, large warehouse and adjacent proposed hotel, restaurants and whatever else are in the plans.

G121  
-1

Thank you for your consideration.

Susan Gagnon  
10760 Deerfield Dr.  
Cherry Valley, CA

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### ***Responses to Comment Letter G121 – Susan Gagnon***

**G121-1** Comment noted. **Section 4.15, Transportation and Traffic** of the DEIR fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

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## Comment Letter G122 – Nancy Carroll

### Christina Taylor

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**From:** Nancy Carroll <nancyjeanc@gmail.com>  
**Sent:** Monday, June 06, 2022 3:27 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station EIR response letter  
**Attachments:** Summit Station Comments.docx

Dear Christina,

I hope you are doing well. I have always been impressed with the good work you are doing. Please accept my comments on the proposed Beaumont Summit Station.

G122-1



Best to you,  
Nancy Carroll  
949 510-3560  
1165 Lantana Road  
Beaumont, CA. 92223

Response to EIR

Summit Station, Beaumont CA

To: Christina Taylor

From: Nancy Carroll

1165 Lantana Rd.

Beaumont, CA. 92223

I am opposed to approval of the Beaumont Summit Station EIR and allowable permitting of the plans submitted for land use changes to this site. I have read through the EIR and while I could find fault with many of its assumptions and statistics I will focus on other areas.

As many know, there was an incredible outpouring of opposition to the approval of the "Gateway Warehouse" on Cherry Valley Boulevard for a speculation warehouse. The name was changed by the developer from the Gateway warehouse. He should have left it named as such. We all knew that it was an attempt to "punch a hole" into Cherry Valley Boulevard and redefine the area as a speculative warehouse spot instead of an entrance into Cherry Valley, Oak Glen and our beautiful rural communities. It now stands as a Gateway to greed and speculation. We were also aware of the risk to the surrounding land to become "warehouse fertile".

And so here we are. I love Beaumont and Cherry Valley. As an elected, I spent many hours pouring over the General Plan. I listened to the specific plan for this land use that we are now referring to in this EIR. It was to have parks, housing, and families. I talked with the owner personally about his intentions. We took the largest amount of money that Beaumont has ever spent to develop and honorable, promising, and well-designed General Plan. This was taxpayer and resident money that we spent to develop a general plan that did not allow for warehouse/logistics in this location, but instead followed good land use design principles and segregated this type of development into an area where roads and infrastructure could well serve these uses.

So, this is how it works. The inappropriate warehouse on Cherry Valley can now be "used" as an excuse to put another across the street. The new "lucky rabbits' foot" for developers to pull out of their pockets won't be "it provides us with the good jobs we need" spouted by the previous pockets lined with silver. New justifications out of the mouths of profiteering, other quid pro quo or even to refill the greedy campaign chests of election candidates will be what they espouse. Now you will hear other siren songs - "but it will use less water (of course, but in a different location this is true also)" "We will make it look nice, give shopping choices too or office space (true in any other location also)". If it looks like an inappropriate usage by the general plan, it is. No smoke and mirrors required.

PUT IT WHERE IT BELONGS! Too bad you didn't buy the land in the warehouse zoned area. So sympathetic that you took a risk that you could convince poor cities that they needed your dollars more than they needed to respect their residents. I have faith that the City of Beaumont will not be sold out so easily. I know we have excellent planning staff. I believe that the people who work in the city know how much this community cares about how it is developed, how it grows. I know my fellow Council

G122-2

members have integrity. If they are planning on living here and not relocating, they will have to face their neighbors and constituents. Most would not sell them out so quickly.

So, I believe that for the following simple reasons the Summit Station will not and should not be approved.

- There is a zoned warehouse area -this is not located in it
- There is some money you are better off without. You no longer need it so desperately. When on Council we were worried about not going bankrupt. Through the TEAM of Council, staff, and the support of our residents, we now have a \$30 million surplus. Continue with sound leadership and disagree with this proposal.
- It is inappropriate for truck traffic, safe roads to schools, another pin in the warehouse coffin for a rural location
- Speculators are allowed to put any project forward as a proposal, that does not mean they should get approval
- We spent over a million dollars on our General Plan. It is only a few years old. When you add the contract price of developing this plan, staff hours and oversight this was well over a million-dollar investment in our planning and future.
- Don't show them they are right – they can buy anything, promise anything, profiteer, and leave. Have you seen that mausoleum on Cherry Valley Boulevard? The one where they scoffed at us and said we would never even see it? Could it have gone in a properly zoned area? Yes. Would they have made as much carpetbagging money? No.

Often the ruse is to float an EIR, get what the noise is about, and then proffer compromise. Just say no, move to the warehouse area, pay up for that land if you really believe in your project. To pull the bait and switch on our planning department, residents and city leadership is to profiteer on the backs of our families, seniors and taxpayers.

Respectfully,

Nancy Carroll

G122-3

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***Responses to Comment Letter G122 – Nancy Carroll***

- G122-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G122-2** Refer to response to G122-1 above.
- G122-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. As discussed in Chapter 3, Project Description, the Project includes a Specific Plan Adoption, General Plan Amendment, Plot Plan/Site plan approval, tentative parcel map approval, and statutory development agree. With the approvals the proposed entitlement, the Project would be consistent with the General Plan and Zoning Map.

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## Comment Letter G123 – Ron Roy

**Christina Taylor**

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**From:** Ron Roy <rroy310@gmail.com>  
**Sent:** Monday, June 06, 2022 6:15 PM  
**To:** Christina Taylor  
**Subject:** Re: BEAUMONT SUMMIT STATION

Thank you Ms. Taylor!

On Mon, Jun 6, 2022 at 4:39 PM Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)> wrote:

Good afternoon Mr. Roy,

Thank you for taking the time to comment. Your comments will be included for the record and will be provided to Planning Commission and City Council ahead of the meetings.

G123-1

CHRISTINA TAYLOR

*Deputy City Manager*

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

[BeaumontCa.gov](http://BeaumontCa.gov)

[Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)



#ACITYELEVATED

From: Ron Roy <[rroy310@gmail.com](mailto:rroy310@gmail.com)>  
Sent: Monday, June 06, 2022 3:48 PM  
To: Christina Taylor <[Ctaylor@beaumontca.gov](mailto:Ctaylor@beaumontca.gov)>  
Subject: BEAUMONT SUMMIT STATION

Dear Ms. Taylor

Attached please find my comment letter to the above project

Please confirm timely receipt.

Thank you.

Ron Roy

35161 Hogan Dr, Beaumont, CA 92223





**Christina Taylor**

---

**From:** Ron Roy <rroy310@gmail.com>  
**Sent:** Monday, June 06, 2022 3:48 PM  
**To:** Christina Taylor  
**Subject:** BEAUMONT SUMMIT STATION  
**Attachments:** Ron Roy\_Beaumont Resident\_Comments to SummitStationEIR final.docx

Dear Ms. Taylor

Attached please find my comment letter to the above project

Please confirm timely receipt.

Thank you.

Ron Roy  
35161 Hogan Dr, Beaumont, CA 92223



June 6, 2022

To:

Christina Taylor, Community Development Director City of Beaumont  
550 E. 6th Street  
Beaumont, CA 92223

From:

Ron Roy: Beaumont Resident: Fairway Canyon  
Beaumont, Ca. 92223  
[rroy310@gmail.com](mailto:rroy310@gmail.com)

Re:

BEAUMONT SUMMIT STATION

Dear Ms. Taylor

Beaumont Summit Station DEIR Table of Contents CATEGORIES

There's no such thing as an absolute property right and never is that truer than in this poorly conceived and poorly located zone change request for a largely warehouse development, (with a paltry sprinkling of "mixed use") in a rural residential valley next to large residential communities. Under CEQA and common sense, this project must be denied.

G123-2

Beaumont should not become an industrial town like Vernon or Industry. The city's look, its signature, should be one of a pristine residential community with high quality retail and recreation attractors. This massive warehouse project will undermine, and forever scar, this areas vision and quality of life.

The biggest problems with this project

1. Warehouse jobs are now widely proven as high turnover, low wage, physically demanding jobs, rather than bringing good paying sustainable jobs, with long term benefits and prospects, mostly non-union. The people working in these warehouses will not be able to afford to live in the Area as the price of housing is too expensive for their average incomes (\$45,000) to support housing financing, taxes, and upkeep.
2. Warehouses attract and concentrate hundreds of diesel big trucks to a single site emitting some of the most dangerous air pollution. 80% of all big rigs on the road in California are diesel engine driven. Warehouse pollution will be particularly dangerous and cause numerous deadly health effects on sensitive receptor humans and the sensitive receptor communities/facilities near the project, such as the residential communities south of Brookside and north of I10, Cherry Valley Rural residents, Fairway Canyon, Tournament Hills, Oak Valley Greens, Summerwind, Singleton Rd., nearby mobile home parks, school facilities like Beaumont High School, Brookside Elementary,

G123-3

G123-4

San Geronio Middle School, Summerwind Middle School, Tournament Hills Elementary, Three Rings Elementary, Highland Academy Charter School, Palm Innovation Academy, Glen View High School, Starlight Elementary; also the medical facilities in the Pass Area, such as San Geronio Hospital, Highland Springs Medical Offices. Nearby community parks, sports facilities, and the Beaumont Soccer fields. There are also sensitive receptor recreation centers with outdoor pools such as Solera, Fairway Canyon, Four Seasons.

3. Beaumont, and other areas in the Inland Empire and SoCal, have warehouse districts with the land and infrastructure to better support, mega warehouses of the scale of proposed 2.5 million sq.ft proposed for Summit Station. Under CEQA alternative analysis (CEQA section 15126 et.al), the applicant must reasonably and adequately consider these alternatives, which might be better solutions/locations for a large scale warehouse project than the current proposal. G123-5
4. Warehouses, by their very physical nature/configuration, are impossible to design in a dynamic and creatively diverse and attractive way. The economics of warehouse design require them to be massive featureless high profile (now reaching well over 50 feet high) rectangular structures that appropriate massive amounts of land, in order to support the volume of merchandise that must be sorted and distributed inside and transported by hundreds (thousands) of big rig trucks. Warehouses will blight the bucolic Cherry Valley area. There is not aesthetic remedy. G123-6
5. Traffic: Cherry Valley Boulevard is ill suited to support thousands of big-rig trucks, breaking on the steep grades, and queueing up at the warehouse entrances and Cherry Valley interchange. G123-7
6. Noise pollution has not been sufficiently mitigated.
7. Cumulative effect of warehouse pollution from project and other Pass warehouses. will cause unsustainable air quality conditions for Pass Residents. G123-8

Below are my comments in more detail to sections in the EIR. References from the EIR or other sources will be in **BLACK** font color. My comments will be in **RED** font color:

## Draft Environmental Impact Report

### o 3.0 Project Description

- o PDF NOI 1: The Project would be grade separated by approximately 48 feet and would include a retaining wall that would attenuate noise between the loading docks and receptors to the east. Elevation drawings must be included for public review. A minimum wall height, natural berm, or other man-made or natural verticle barrier around, and nearby, the project sites perimeter needs to be established which hides the buildings appearance from vehicular traffic (assuming maximum vehicle height of 14 feet high) from G123-9

I10 (North right-of-way boundary between Brookside Avenue and Cherry Valley Blvd., Brookside Avenue, Cherry Valley Blvd. and the eastern property line (for ¼ mile).

- **Exhibit 3.0-8: Cross Sections of Cherry Valley Blvd and Brookside Ave.** Cherry Valley Blvd, should have, at minimum, the same lane configuration as Brookside Ave. (as depicted in Brookside Cross Section), with the addition of dedicated, northeast/southwest truck lanes (adding 2 more lanes minimum to Brookside Cross Section, one on each side) on Cherry Valley Blvd. from the project to I10 interchange. Truck lanes shall be 14' wide. No truck traffic is allowed northeast of the projects northeast corner. Signage to that effect must be installed.

The replication of the Brookside Ave design with the addition of dedicated truck lanes is important as this also mitigates the combined effect of added big-rig trucks traversing to-and-from I10 to support both Summit Station and San Geronimo Crossing Warehouses.

- **Exhibit 3.0-11: Conceptual Drainage Plan:** All runoff water must be 100% recaptured, recycled and returned to either the retreated or domestic water supply.
- **Exhibit 3.0-12: Conceptual Grading Plan:** Need a cross-section elevation drawing showing how the building and site profile will look from street level point-of-view.

- **4.0 Environmental Impact Analysis**

- **Table 4-1, Cumulative Projects:** Table 4.1 fails miserably in providing public with relevant information on cumulative impacts of projects: For each project identified, an **emissions score** needs to be established for that use/project, so that the public understands the current emissions that are being generated for all existing projects. Public needs to know the difference in emission scores (amount of emissions from various pollution sources such as particulate matter, GHG, nitrous oxide, and other emissions designated by AQMD and CARB). I would expect dramatically different emission scores from say, the Shopoff Warehouses, South Beaumont Warehouse Projects, Hidden Canyon Industrial Park, Jack Rabbit Trail Warehouses (SR60), Banning Warehouse Projects, Cabazon warehouse projects, vs. the specific plan communities like Solera, Oak Valley Specific Plan, Heartland SP, and Summerwind, Banning and Calimesa residential communities vs retail centers like 2<sup>nd</sup> Street Marketplace, San Geronimo Village etc. and Beaumont's few industrial sources.

Then emission scores need to be established for Summit Station Warehouses, and other proposed warehouse projects scheduled for Beaumont (jackrabbit trail warehouses), Banning (Banning Point, Sunset Crossroads).

Only this way will the public get accurate knowledge of the cumulative impact from Summit Station warehouses.

G123-10

G123-11

Project 14: Hidden Canyon Industrial Park: needs a designated land use. Currently its missing.

G123-12

Table 4-1 Organization: This table needs to be reorganized by land use type and more descriptive codes for retail, commercial, warehouse then KSR. Consequently for example Beaumont area warehouses would be bunched in a WH category and their total square footage (I estimate 14.318 million sq.ft w/o WLC; 35.768 million sq.ft with WLC) can be readily identified. Also need to include Banning, Cabazon, Calimesa Warehouses in this table.

G123-13

Request the opportunity to comment further on following categories 4.1 thru 4.11 :

- o 4.1 Aesthetics
- o
- o 4.2 Air Quality
- o
- o 4.3 Biological Resources
- o
- o 4.4 Cultural Resources
- o
- o 4.5 Energy
- o
- o 4.6 Geology and Soils
- o
- o 4.7 Greenhouse Gas Emissions
- o
- o 4.8 Hazards and Hazardous Materials
- o
- o 4.9 Hydrology and Water Quality
- o
- o 4.10 Land Use
- o
- o 4.11 Noise

G123-14

- 
- **4.12 Population and Housing**
- Population in the City is forecasted to increase to 80,200 persons by 2045, an approximately 55.2 percent difference from 2016. Households within the City are forecasted to increase to 25,100 households by 2045, an approximately 55.4 percent difference from 2016. SCAG also forecasts that the number of jobs in the City will increase to 15,900 by 2045, an approximately 52.3 percentage difference. [the city/applicant has not demonstrated which land in the city will be used to fulfill state housing requirements (SB1, SB10) or SCAG projected growth. G123-15
- [This site is far better suited for housing development as evident under its current specific plan (prior to this project proposal) to meet state housing goals.
- Using this site for housing is also compatible with the majority of the existing land use in the surrounding area, notably Solera, Stetson, Hanson specific plans, and the rural residential zoning of Cherry Valley and Riverside County's Pass Area Planning Area which surrounds the project on three sides.
- See also alternative uses.
- Furthermore, both the City and County have a high vacancy rate of 4.8 percent and 13.0 percent, respectively, and therefore are not considered housing-poor. [Vacancy rate is not a valid indicator of housing demand: Vacancy rate term is undefined: for example, vacant homes may be in demand, but are not currently marketable, due to clouded titles, encumbrances, or other restrictions that must be cleared before a house can be sold. G123-16
- Effective demand and actual demand for housing is better measure. Effective demand has a direct bearing on housing affordability and state housing affordability goals.
- City Employment: Table 4.12-4, Employment by Sector – City of Beaumont (2020) This data is erroneous and fallacious as it fails to include the fastest growing employment sector (South Beaumont Warehouse District): warehousing and logistics. This sector needs to be included in order for residents to get an accurate assessment of its impact. For example, this gives more accurate determination of the percentage of new jobs that will be low wage warehousing or retail. Rank sectors by job quality (salary, benefits, education, long term prospects etc.) G123-17
- **Jobs-Housing Balance: Table 4.12-5: Job Housing Balance**
- This Information is misleading. Given the market values of Beaumont housing stock, this ratio should use only a sustainable/high-wage/high skill job tally to compare with housing. Cannot buy a house if the job does not provide sufficient wages and long term prospects to qualify for current market homes. Average warehouse job \$45,000 annual; often less. G123-18
- **Housing Accountability Act (Senate Bill 330)** Addresses the states housing crisis and designates Beaumont as an affected city subject to SB330. Therefore Beaumont is prohibited against removing or downzoning residentially zoned land such that there would be a "net loss" in residential zoning capacity.
- Beaumont Summit Station is already approved for a housing development. Converting this to warehouse zoning is removing this residentially zoned land from the cities available housing stock, thereby further restricting the limited supply of housing need for our area and the region. Sticking with the existing specific plan better suits the alleviation of the intense pressure for new and affordable housing in California. Suni Cal Specific Plan does this. For example, The Suni Cal Comprehensive Land Use Plan approved in 2007 allows for 560 residential units on approximately 200 acres, with an G123-19

<p>overall gross density of 2.8 dwelling units per acre. Single family residential development in the Specific Plan includes residential neighborhoods of one and two-story single-family detached homes on 20,000 square foot (SF) lots, 8,500 SF lots, 8,000 SF lots, and 7,000 SF lots. Open space and recreational amenities include a neighborhood park site and two pocket parks connected by a system of paseos. A 50 foot-wide landscaped berm will buffer the Specific Plan site from the surrounding development as well as provide area for enhanced landscaping including a sidewalk and meandering paseo which may be used by equestrians. This suits the nearby residential communities and the rural residential character of Cherry Valley, a community in which residents have fought doggedly to stave off poor governmental planning and ill conceived warehouse projects.</p>	
<ul style="list-style-type: none"> <li>o <b>Regional Transportation Plan/Sustainable Communities Strategy</b></li> <li>o <b>Western Riverside Council of Governments:</b> The applicant has not demonstrated how the impact of this project on local traffic and road/highway infrastructure will apply to Beaumont and the region, in terms of both diesel, big rig truck, or vehicular traffic, or the amount, if any of sales or other taxes that could contribute to offset transportation impacts or the amount of</li> </ul>	G123-20
<ul style="list-style-type: none"> <li>o <b>Beaumont Housing Element:</b> According to the EIR, "Beaumont's Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element provides the policies that guide City decision-making and implement housing goals through the year 2029 to ensuring a balance of housing types and costs are available to meet the needs of the City." Unfortunately, the EIR has not provided an accurate inventory of available residentially zoned land matching projected build-out with projected housing demand for the foreseeable future.</li> </ul>	G123-21
<ul style="list-style-type: none"> <li>o <b>City of Beaumont 2040 General Plan:</b> If anything this project goes counter to any of the objectives of the Land Use and Community Design Element. For example it violates 3.3 which states: "A City that preserves its existing residential neighborhoods and promotes development of new housing choices." The vast majority of the project acreage will be pollution generating (from diesel truck pollution), blight inducing (big 50ft+ high square boxes of featureless design, that obstruct mountain and rural valley views), will degrade property values and trigger the type of mass exoduses of residents as found in Sun Lakes community, when residents learned they are being surrounded by warehouses.</li> </ul>	G123-22
<p>And how will this project comply with policy 3.3.7 which Requires well-connected walkable neighborhoods with quality access to transit, pedestrian, and bicycle facilities? It won't. These Warehouses will strip the nearby neighborhoods of their bucolic character. Pedestrians and cyclists will have to compete with large diesel big-rig trucks operating 24/7.</p>	

- 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 SR60 Freeways. There are other areas in Beaumont, and the Pass that are far superior places to locate warehouses, such as the South Beaumont warehouse district which are better designed to support the big-rig truck traffic congestion, idling and queuing. This project acreage is best suited for residential community development.
- 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. Small-medium scale neighborhood shopping center with planned infrastructure has already been established nearby at the Marketplace at Calimesa, Oak Valley Plaza, Oak Valley Town Center and the small Cherry Valley retail area on Beaumont Ave, North of Cherry Valley Blvd. Also Retail strip on Hwy 79 near 1<sup>st</sup>/Beaumont Ave, 2<sup>nd</sup> Street Market Place, and San Geronio Village Shopping Ctr. (In-And-Out incl). Better to upgrade and expand these existing retail areas rather than insert an oddly placed, isolated retail that would compete and drain business from the aforementioned neighborhood retail areas. If anything Summit Station retail, could be blight and crime inducing, negatively impacting the safety of nearby residential neighborhoods. Also Beaumont, needs to focus on upgrading it's original downtown area centered at 6<sup>th</sup> St/Beaumont Ave.

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- **Economic Development Element:**
- **Goal 5.1 : A dynamic local economy that attracts diverse business and investment.** What we are learning from the epidemic proliferation of warehouses in the Inland Empire, and now the Pass and Beaumont, is that warehouses do more than any other type of land use/Industrial development, to destroy economic diversity and embed monolithic land use under one type of "industry". Warehouses do not bring high paying, high skilled, long-lasting jobs that can support families and housing purchases. The turnover rate is now become common-knowledge. The vast majority of workers typically last no longer than 1-2 years, before quitting.

Beaumont is failing to aggressively recruit and secure, high quality, manufacturing, tech, or other quality economic sectors, that attract sustainable rewarding professions....

- Policy 5.15:: Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services. ::The type of emerging growth industries with significant employment and performance potential,, Beaumont should be recruiting, should not be warehouse distribution, but rather professional services,21<sup>st</sup> century manufacturing that MAKES exceptional products as found in sustainable, renewable industries, automotive, consumer products, aerospace, "Hi-tech" emerging technologies, not sorting and distribution.

G123-23

G123-24



- o **4.13 Public Services**

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- o **4.14 Recreation**

- o This site is very well suited for a recreational site that supports the cities unmet needs for sports fields, nature trails, bike lanes, sports parks (BMX, skateboard), tennis courts, aquatic facilities, community and regional parks, and other recreational resources. A nature/recreation site should be considered under CEQA 15126, especially with the approx. 123 acre park site across the street from the project site.

G123-25

- o **4.15 Transportation and Traffic**

- o Re: 4.15-6:4.15-7 *County of Riverside Congestion Management Program* "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." After all these years, the city of Beaumont does not have a locally based and controlled monitoring system with traffic monitoring technology and infrastructure embedded/hardwired/connected throughout the city's street system. Using and basing traffic analysis, including the one for the Summit Station EIR, based on out-of-Beaumont, sourced data creates significant inaccuracies that undermines the credibility of traffic studies and public trust in the good faith efforts of their city to fairly understand the actual impacts that the hundreds of trucks attracted to this warehouse project will generate on the street system.
- o Also on 4.15-7 The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency. Neither the project applicant nor the city has implemented these measures or a schedule, again jeopardizing the health and safety
- o 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. Applicant has failed to do this.

G123-26

Re: *City of Beaumont 2040 General Plan, Land Use and Community Design Element*

- o **Goal 3.1** A City structure that enhances the quality of life of residents, meets the community's vision for the future,
- o The project is in the area of Cherry Valley on the North and East, and High Quality Residential Communities to the South and Southeast. In this area are rural residential. Cherry Valley, followed by residential PUDs, Solera, Stetson, and other residential north of I10. So the community character is overwhelmingly rural agriculture residential and SFR residential and should develop in the same land use manner until the area is built out. Enhancing the quality of life means protecting and expanding on this community's (again) residential character. Please note that except for the spot-zoned Shopoff warehouse (close to I10), under the Pass Area Plan (under Riverside County's General Plan), and Beaumont's General Plan AND Suni-Cal Specific plan this community is designated as overwhelmingly rural agriculture and residential. These combined planning areas should not be converted into an industrial area, like Ontario, Moreno Valley or Redlands warehouse district or even a

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"mixed" use. And there is no "balancing act" that can be achieved here, between mega-warehouses and the surrounding land uses, because the massive size of the warehouses is so out of scale with the surrounding property dwellings and improvements, given the limited size of Cherry Valley (unlike the massive flatland/valley floor thousands of acres in Moreno Valley, Redlands, Ontario etc.), that the 2.5 million square feet of warehouses with 50+feet high profiles will, essentially obliterate the community character for good. These massive monolithic structures will overwhelm the existing community scale. As for non-residential land uses, keeping the agricultural properties preserves the area character and property values. And "adding" any retail, should not be done on the project site. It's better that the city enhances existing retail areas near the project site, such as the strip near Cherry Valley Feed, and possible expansion of Oak Valley Town Center (northeast corner of Beaumont Ave. and Oak Valley Parkway) which are already very conveniently located in proximity to Solera and its nearby residential communities, but could use some additional retail options. I like how Oak Valley Plaza (Golf Club Dr/Oak Valley Pkwy) and Calimesa's small scale shopping center on Myrtlewood across from Calimesa Stater Brothers, achieve very high quality dining options within an appropriately small scale. Expand on these small scale, high quality dining options in the existing nearby shopping centers.

- Regarding Shopoff Warehouse, Ironically, I believe the Beaumont City Council unanimously agrees that this project was a mistake. In other words, the council knows these warehouses are bad for the Cherry Valley area. (I appreciate that the city council has filed an objection letter, due to the Shopoff Warehouse profile being too high; the building pads were supposed to be graded at a much lower elevation to obscure the high-profile buildings). Unfortunately, the city council did not have the lead agency authority to vote down the project. Now the council does have it with Summit Station. Don't make the same mistake twice. Approve residential communities. Improve on the existing nearby small scale "village" retail areas.
- **Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.** This goal strongly applies to the proposed projects existing zoning as indicated by the Suni-Cal Specific plan. Also, given California's severe housing shortage and the policies of SB1 and SB10 (both 2021), building a residential community on the 200 acres under Suni-Cal Specific Plan, accomplishes both state and local objectives.
- 
- **Re: 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.** Cherry Valley is unique because of it's rural character, but the city can achieve 3.4.2 objective by adding to the existing, appropriately located small-scale **neighborhood** commercial retail centers nearby at the Marketplace at Calimesa (NE Corner: Tukwet Canyon Parkway and Desert Lawn Dr), Oak Valley Plaza (NW Corner: Golf Club Dr and Oak Valley Parkway), Oak Valley Town Center (NE corner: Beaumont Ave and Oak Valley Parkway), and the small retail area on Beaumont Ave. between the Grange and Cherry Valley Feed.
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- **Add to General Plan a "Commercial Nursery" zone for Cherry Valley area.** Cherry Valley Nursery is a beloved and extraordinarily high-quality nursery. Please consider consulting with the nursery owner, to determine if nearby nurseries (such as commercially grown vegetables) might be allowed that would complement, rather than negatively compete, with Cherry Valley Nursery. Hemet-San Jacinto Valley's admittedly have stronger existing agricultural options, but adding "boutique" growers in Cherry Valley (with perhaps a nearby farmers market), would add a very convenient option for not only Beaumont, but Pass Area residents. Again something to consider.
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- **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.** This type of development is far better suited South of I10, notably, the vacant lands between Home Depot and Pennsylvania Ave, and the South Beaumont warehouses anchored by 4<sup>th</sup> St and Potrero Blvd. Putting 2.5 million sqft. of mega warehouses in Cherry Valley is arguably the very worst place you could locate these monstrosities.
- **Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.** It is well settled that mega warehouses and the distribution system that comes with them, are known to create "death zones" for the deadly pollution they generate in terms of diesel soot, P2.5, P10, Nitrous Oxide, GHG, and other AQMD/CARB identified pollutants that cause cancer and lung disease in sensitive receptor communities, of which there are many nearby the project.

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Also, consider this fact from : [https://www.greencaireports.com/news/1128652\\_california-mandate-electric-trucks-all-ev-by-2045](https://www.greencaireports.com/news/1128652_california-mandate-electric-trucks-all-ev-by-2045)

"Trucks are the largest single source of vehicular air pollution, CARB said in a press release Thursday. They account for 70% of pollution and 80% of diesel soot, despite numbering only 2 million of the roughly 30 million vehicles registered in California.

Diesel exhaust emissions also disproportionately affect minority and low-income neighborhoods, as these neighborhoods are more likely to be situated near ports, rail yards, distribution centers, and freight corridors that experience heavy truck traffic, the agency said.

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The regulation will result in 100,000 zero-emission trucks in California by 2030, and 300,000 by 2035. Related efforts aim to [close diesel emissions loopholes](#) related to commercial vehicles."

What this proves is that Cherry Valley area will be subject to "death zone" warehouse pollution for decades to come. The first CARB targets are not are expected for a decade, and even then, these improvements will only account for 15% of total trucks by 2035. Therefore, it is unrealistic, and misleading to expect, that this project will be able to enforce any mitigations that remove this basic fact. Also consider that less than 1% of California commercial trucks are electric. It will likely take up to 50 years before California sees electric or alternative fuel trucks, become the majority of the trucks driven statewide,

and by extension, Beaumont. Meanwhile Cherry Valley and Beaumont will be breathing in this deadly, warehouse/truck generated air pollution

- o Goal 3.11 A City that maintains and enhances open space used for resource preservation and/or recreation. The project site is an ideal location, it would fit very suitably within the City General plan for this use, and should be considered as a CEQA preferred alternative, for a natural open-space, regional-park, recreation area, considering for example, that it would be roughly across the street from the 123 acre regional park donated to Cherry Valley Parks District.

G123-31

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- o 4.16 Tribal Cultural Resources
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- o 4.17 Utilities & Service Systems
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- o 4.18 Wildfire
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- o 5.0 Additional CEQA Considerations
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## o 6.0 Alternatives

### o 6.1 Introduction

- o California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) "describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives." (State CEQA Guidelines § 15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the Alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (California Code of Regulations [CCR] § 15126.6[d]). The EIR is not required to consider every conceivable Alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6[d]) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (§ 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative's analysis in the Draft EIR.
- o "The discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly" (§ 15126.6(b)).

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- "The specific alternative of 'no project' shall also be evaluated along with its impact" (§ 15126.6(e)(1)).
- "The no Project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior Alternative is the 'no Project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (§ 15126.6(e)(2)).
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project" (§ 15126.6(f)).
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (§ 15126.6(f)(1)).
- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR" (§ 15126.6(f)(2)(A)).
- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (§ 15126.6(f)(3)).

○

○ **6.2 Project Objectives:**

- **2) Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.**
- The 2.5 million sq.ft. monoliths which would cover over 70% of the land, are not, nor can they ever be aesthetically pleasing. Nowhere in Southern California is there such a thing as an "aesthetically pleasing" warehouse. They are monolithic, and whether singular or multiplied, are monotonous visually. They can only exist as featureless rectangular "boxes", that now reach minimum 50ft heights. The ONLY interests who will perpetrate a fiction that these monstrosities are "aesthetically pleasing" are the warehouse developing industry and companies (REIT, LLC), who are out-of-area, and look for cheap land and weak city councils to approve these warehouses. Warehouses are not sensitive to the environment as they cannot avoid, despite countless attempted mitigations, the deadly air pollution from truck, trailer, facility, tire, on-site and offsite pollution. Warehouses are not compatible land uses for Cherry Valley. To say otherwise is complete fiction. Other more compatible land uses for this Cherry Valley location must be considered: Residential communities of varying densities, rural residential agriculture to attract buyers who are improving the rural zoned

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acreage into high-quality homes, with boutique, ranch and/or farm. Open space park and recreation to support the growing demand for these facilities, notably sports fields, rec-centers, contemporary sports parks (skateboarding, BMX, etc.), aquatics, etc.

- o **9) Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.** No zone change can be approved without the public first seeing a detailed set of plans for the buildings, facilities, landscaping, access. Otherwise the developer is getting away with a wild, unsubstantiated claim. Before any approval the public must first see detailed plans for grading, site plan, building elevations, water, sewer, buffers, landscaping, etc. This is a dirty trick when city councils approve a zone change without knowing exactly what facilities are going in. Its obvious from the applicants current site plan, that they've already completed the aforementioned detailed plans. Therefore let the public see them now, so we know what we are up against.

In addition, living in arguably the biggest warehouse/logistics/distribution region in the world (Southern California), it is well settled...

[from: <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment>: the collective footprint is astonishingly massive: As of 2021, the warehouses of the Inland Empire accounted for more than a billion square feet. There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. They cover almost 37 contiguous square miles. This growth shows no signs of slowing.]

... from viewing our IE warehouses, which I know the city council, is more than fully aware, the that it's impossible for a warehouse, by its necessary design, massive footprint, featureless nature, massive disruption to local communities air, traffic congestion, neighborhood character, safety, property values, school district academic curriculum and standing, natural areas, water, air, light, noise, etc. to ever achieve "design guidelines and development standards that create a unique, well-defined identity." I defy the applicant and the city council to provide one visual example via a photo or video. Just one!

- o 6.4: 6.4 Criteria for Selecting Alternatives
- o Per § 15126.6(b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis, therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.
- o Here the applicant did not identify alternative sites for the project, in spite of the fact that CEQA requires that analyzing alternative sites are required that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project

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**objectives or would be more costly. This requirement in CEQA required alternative analysis is, in my experience, one of the CEQA requirements that are most often, misrepresented, misleading, and fallaciously presented by warehouse project applicants. This applicant is not different.**

- Per State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.
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- 6.5: CEQA Guidelines § 15126.6(c) Alternatives Removed from Further Consideration
- Alternatives Removed from Further Consideration
- State CEQA Guidelines § 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the proposed Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.
- In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. These Alternative and the reasons are discussed briefly below:
- Given the regional footprint and regional nature of the infrastructure (supply chain) of warehouse logistics in the Southern California 5 county region, in order for alternative sites to be considered, the applicant needs to undertake an analysis of comparable sites within this logistics industry footprint. That means finding and analyzing at least 3-6 comparable sites within at least a 100 mile radius of the Ports of LA/Long Beach. Its fair to say that the applicant knows that this is a widely understood industry practice. The applicant must have undertaken an exhaustive comparative analysis of sites throughout Southern California, if not the Southwest,

with detailed appraisals examining key elements, including site suitability to the CEQA 15126 criteria. This information and the costs associated with arriving at it, is a part of applicants industry practice. Therefore there is no "cost burden" when these particular costs are a part of doing business. This comparative appraisal analysis data, should be made available to the public, so the public can understand how the applicant arrived at the project site, after comparing it with other locations. To restrict the alternative site radius to Beaumont is fallacious. As typical of developers addressing CEQA alternative analysis, this applicant, likewise, misleads the public with a fallacious claim without the slightest basis of facts to support the claim. The only claim the applicant makes is that *"There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project."*

The degree of misrepresentation here is astonishing! The applicant is required to IDENTIFY the alternative sites, not make a generalized claim. The public is entitled to aerial maps, site maps, assessor parcel numbers, township and range descriptions and any and all data required to give the public a reasonable opportunity and clear basis to EXAMINE these alternative sites. How else can the public reasonably be expected to determine the credibility of the applicants claim as the public analyzes whether the comparative (alternative) sites would or would not have been more suitable alternatives per CEQA.

- o **Alternative Site Alternative**
- o Please note that CEQA § 15126.6 ("(1) states the following:
- o Cal. Code Regs. tit. 14 § 15126.6 ("(1) Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.")
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- o **The analysis of alternatives to the proposed Project must also address "whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location" (CEQA Guidelines § 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (CEQA § 15126.6(f)(2)(B)).**

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Here, the applicant, has not given sufficient, if any, reason for determining that no alternative locations exist other than, a generalized claim that *"There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project"*. The applicant is required to identify and analyze alternative sites for their suitability as alternatives in a manner that the public can reasonably examine and assess for the applicants claim to have credibility and accuracy, in accordance with the CEQA 15126 directives (see also my previous comments in Section 6. Otherwise, how else will the public be able to, as CEQA states examine the **"site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site."**

Also its fallacious for the applicant to limit its "analysis" to (heretofore unidentified) properties it "owns" or limit its analysis to Beaumont. As CEQA indicates the applicant must consider **"(projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site."**

Here the applicant, needs to let the public know how, for selected alternative sites that are not under the applicant's current ownership, it would cost to acquire the alternative site. Given the widely varying property values for warehouse vacant or improved sites within the aforementioned 100-mile radius, its reasonable to think that there are alternative sites "along major highway corridors" or reasonably close to these corridors, that might actually be less costly to acquire and build, and otherwise meet CEQA 15126 criteria. For example, given its becoming common knowledge that warehouses are best located in warehouse districts, a comparable warehouse vacant site, or improved site in one of the Inland Empire's warehouse districts, such as Redlands, Ontario, Beaumont, Moreno Valley, would make sense as an alternative location for consideration.

It would also make sense that this/these alternative(s) would be more suitable since these warehouse district have already installed the road, utility, sewer, water, and other infrastructure, truck capacity freeway access, that would make these **"alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly."**

Certainly locating in a warehouse district lessens the impact given an alternative here can utilize existing district-scale infrastructure, vs, as in the case of Summit Station, having to build all of the project generated infrastructure from scratch, and impacting Cherry Valley area infrastructure, which is not designed for industrial warehouses, but rather small scale rural residential and SFR residential communities.

Also including an alternative site that's located in a warehouse district, such as Redlands, in this EIR, would allow for the assessment of how alternatives pollution effects affect nearby communities. For example, Redlands warehouse district is largely adjacent to existing industrial and commercial areas, rather than Summit Stations close proximity to sensitive receptor communities such as Solera, Stetson, Cherry Valley, Fairway Canyon, Beaumont High School, Summerwind Middle School, etc.

- o 6.6 Alternatives to the project. Only 2 alternatives were considered, a no build, and a modification of the existing site. Alternative sites must be identified and detailed in their examination, including warehouse districts in Southern California, and alternatively zoned alternatives such as sports/recreation (including sports fields), hospitality, nature recreation (think regional county parks, state parks, National monuments/preserves (Ex. Sand to Snow), education (elementary through high school sites, college facilities), community facilities (like Chatigny Center), municipal, state, and federal facilities.

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- o **7.0 Effects Found Not To Be Significant**

- o Schools: Development and use of the Project could result in indirect generation of students by encouraging new growth needed to house employees and their families. [How is this possible since the average annual wages from the employees working at businesses at this project (average warehouse worker job is less than \$45,000 per year), is not sufficient to allow workers qualify for home mortgages.]

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- o 8.0 EIR Consultation and Preparation

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- o 9.0 References

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- o Appendix A - Air Quality Analysis

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- o Appendix B - Health Risk Assessment

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- o Appendix C1 - Biological Resources Assessment and MSHCP

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- Appendix C2 - Aquatic Resources Delineation Report
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- Appendix C3- Determination of Biologically Equivalent or Superior Preservation (DBESP) Report
- Appendix D - Cultural Resources Assessment
- Appendix E - Geotechnical Investigation
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- Appendix F - Greenhouse Gas Assessment
- 
- Appendix G - Phase I Environmental Site Assessment
- Appendix H - Hydrology and Water Quality Management Plan
- Appendix I - Water Supply Assessment
- Appendix J - Noise Assessment
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- Appendix K - Traffic Impact Analysis and Vehicle Miles Travelled
- Appendix L - Notice of Preparation

NOTE: some CEQA categories were not address and show only their title heading. Request opportunity to complete these categories as well.

Thank you.  
Ron Roy

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### ***Responses to Comment Letter G123 – Ron Roy***

- G123-1** Comment includes email correspondence informing that the commentor’s comments will be taken into consideration by decision-makers.
- G123-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-4** The DEIR **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. A Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Additionally, impacts to sensitive receptors were evaluated in DEIR **Section 4.2: Air Quality**, Impact 4.2.3, which concluded that impacts were found to be less than significant with mitigation incorporated.
- G123-5** The Project Applicant does not currently own any other vacant property within the City and it’s not in the City’s place to dictate the activities a private property owner makes to improve their land.
- G123-6** To reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. The Project also proposes to preserve a total of 30.6 acres of permanent open space within planning area 3 to ensure that adjacent uses are adequately separated from the Project.
- G123-7** **Section 4.15, Transportation and Traffic** of the DEIR fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.
- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
  - Add turn pockets along Cherry Valley Boulevard approaching on-ramps
  - Add pedestrian crosswalks and curb ramps
  - Reconstruct and realign on- and off-ramps

- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

According to CEQA Guidelines §21002, if economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency if the project is otherwise permissible under applicable laws and regulations. In addition, according to CEQA Guidelines §15003, CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document.

**Section 4.11, Noise** of the DEIR, fully analyzes and discloses all noise-related impacts associated with the proposed Project. As noted in **Section 4.11**, all impacts would be less than significant without the implementation of mitigation measures with the exception of cumulative noise impacts. However as concluded in **Section 4.11, Noise** (page 4.11-32), feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on on-site roadways since the Applicant would not have authorization or control to make off-site improvements. As impacts would also occur on off-site roadways and properties, it is usually infeasible for the Applicant to implement these measures. Sound walls would be infeasible due to impacts on right of way, restricted views, and not being proportional to the barely perceptible increase in noise levels.

- G123-8** According to CEQA Guidelines §15003, CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. Refer to the Air Quality Assessment (**Appendix A**) and Health Risk Assessment (**Appendix B**) for more information regarding the Air Quality and methodology.
- G123-9** The City agrees with the commentor and will provide conceptual elevation drawings and revise **Exhibit 3.0-6, Conceptual Site Plan** to include more information that more accurately depicts the proposed Project. Refer to **Section 3.0, Errata** of this FEIR for these changes.

- G123-10** The City agrees with the commentor and will revise **Exhibit 3.0-8** as part of the revised **Appendix K, Transportation Impact Analysis**. Refer to **Section 3.0, Errata** of this FEIR for these changes.

The City respectfully disagrees with this comment. It is not feasible for a Project to capture 100 percent of runoff that would occur on-site. Nevertheless, the Project would be designed in accordance with the Water Quality Management Plans (**Appendix H**) prepared for the Project. As shown in **Exhibit 3.0-11**, the Project proposes to treat on-site runoff using a series of treatment control measures including biofiltration and infiltration basins. Where feasible stormwater will be captured within underground detention basins. While the underground detention basins have limited infiltration ability, the captured stormwater will be pumped to irrigate natural vegetation and infiltrate into native soils. On-site flows would be directed towards the proposed underground corrugated metal pipe (CMP) detention system for increased runoff mitigation for Buildings 1 and 3. On-site flows for Building 2 will be directed to a detention basin that provide both infiltration and mitigation for increased runoff. Flows would ultimately discharge to the existing natural streambed to the west of the Project site. The Project would also include self-treating landscape areas throughout the Project site. Routine inspection and maintenance of the biofiltration and infiltration basins and underground detention system are requirements of the City.

As identified in Standard Condition (SC) HYD-1, preparation, implementation, and participation with the Construction General Permit, including preparation of a SWPPP containing site-specific BMPs, would reduce Project construction effects on water quality to acceptable levels. Compliance with SC HYD-2 would require the Project provide a Final WQMP specifically identifying BMPs that would be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. Compliance with SC HYD-3 would require preparation of an Erosion Control Plan that identifies specific measures to control on-site and off-site erosion. **Section 4.9, Hydrology and Water Quality** concluded that impacts would be less than significant. Refer to **Section 4.9, Hydrology and Water Quality** of the DEIR for more information.

The City agrees with the commentor and will revise **Exhibit 3.0-12** to include cross-section elevation drawings. Refer to **Section 3.0, Errata** of this FEIR for these changes.

- G123-11** The City respectfully disagrees with this comment. **Section 4.0, Environmental Impact Analysis** lists the specific cumulative projects that were developed in consultation with City staff to provide a broad understanding and context for analyzing the cumulative effects of a project. **Section 4.1, Aesthetics**, through **Section 4.18, Wildfire** contains a separate cumulative discussion informing of the reader whether the Project's environmental impacts are cumulatively significant.

The Project is not required nor is it feasible to perform cumulative emission assessments for each cumulative Project listed in **Table 4.1**. Pursuant to CEQA Guidelines §15064, when assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. The DEIR was prepared since the City determined that the Project cumulative

impact could be significant and the Project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- G123-12** The commentor is correct, and **Table 4.1** has been updated to include the Hidden Canyon Industrial Park's designated land use. Refer to **Section 3.0, Errata** of this FEIR for these changes.
- G123-13** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-14** The commentor is simply requesting to comment further on the DEIRs Sections. Comment noted.
- G123-15** Chapter 17.20 of the Beaumont Municipal Code ensures that approval and development of the Project will result in no net loss of residentially zoned property in the City, consistent with State law. Chapter 17.20 establishes a program whereby, concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus becomes available to project applicants subsequently seeking to develop property for residential use within the City.
- G123-16** The determination that a Project component will or will not result in "substantial" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components. The proposed Project would be consistent with the City's Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP upon Project approval. As such, inconsistency with City land use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.
- G123-17** Comment noted. The data presented in 4.12-4 accurately depicts SCAG's pre-certified local housing data for the City also used in the City's Draft. However, the City agrees to update footnote two located in **Section 4.12, Population and Housing** to read as "Note that the Draft 6<sup>th</sup> Cycle Housing Element is currently in public review and employment demographics are estimates based on SCAG's Pre-Certified Local Housing Data. Therefore, the employment data presented in this section is subject to change and does not represent the final outcome of the 6<sup>th</sup> Cycle Housing Element Conclusions." Changes are also shown in **Section 3.0, Errata**, of this FEIR.
- G123-18** The City respectfully disagrees with the commentor. The DEIR fully analyzes and discloses all cumulative air quality, greenhouse gases, and transportation related impacts associated with the development of the proposed Project. Where applicable, the DEIR presented feasible mitigation measures, standard conditions, and project design features to reduce impacts.



**G123-19** Chapter 17.20 of the Beaumont Municipal Code ensures that approval and development of the Project will result in no net loss of residentially zoned property in the City, consistent with State law. Chapter 17.20 establishes a program whereby, concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus becomes available to project applicants subsequently seeking to develop property for residential use within the City. As a result, the City is not prohibited from approving the Project.

**G123-20** Refer to response to G123-7 above.

**G123-21** Refer to response to G123-15 and G123-19.

**G123-22** As discussed in **Section 4.10, Land Use and Planning** of the DEIR, CEQA requires that an EIR consider whether a Project would conflict with any applicable land use plan, policy, or regulation (including, but not limited to a general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating environmental effect(s). This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction's general plan. The broader general plan consistency determination considers all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a project is evaluated in terms of whether the proposed site plan, project design, and/or development within a given location would substantially impede implementation of an adopted plan or policy resulting in a significant environmental effect. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Geronimo Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site. Additionally, to further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. The Project also proposes to preserve a total of 30.6 acres of permanent open space within planning area 3 to ensure that adjacent uses are adequately separated from the Project.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR.

Regarding Policy 3.4.1, the Project Applicant does not currently own any other vacant property within the City and it's not in the City's place to dictate the activities a private property owner makes to improve their land

**G123-23** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G123-24** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G123-25** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G123-26** Comment noted. The Traffic Impact Analysis was prepared in accordance with the County of Riverside traffic study procedures (*Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled – 2020*). Peak hour intersection operations are evaluated using the methodology outlined in the Highway Capacity Manual (HCM 6<sup>th</sup> Edition), consistent with the requirements of the City of Beaumont and the County of Riverside. The intersection analysis was conducted using the Vistro software program and using the specified input parameters required by the City. Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average control delay per vehicle during the peak hours. Therefore, the Traffic Impact Analysis adequately presents the project's transportation impacts pursuant to the City and County's requirements.

As noted in **Section 4.15, Transportation** of the DEIR (page 4.15-21 through 4.15-22), 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. To clarify, these TDMs will be implemented by the Project operator. The City will ensure that this mitigation is implemented.

Regarding the Project's failure to minimize impacts, according to CEQA Guidelines §21002, if economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency if the project is otherwise permissible under applicable laws and regulations. In addition, according to CEQA Guidelines §15003, CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. The Project includes mitigation measures, standard conditions of approval, and project design features to minimize impacts. Therefore, the proposed Project analyzed its potentially impacts adequately and in good faith pursuant to CEQA.

**G123-27** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

- G123-28** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Additionally, the Project Applicant does not currently own any other vacant property within the City and it's not in the City's place to dictate the activities a private property owner makes to improve their land.
- G123-29** **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Furthermore, impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**. Impact 4.2-3 concluded that impacts were found to be less than significant with mitigation incorporated.
- G123-30** The commentor provided text from a news article to support their opposition. Comment has been noted and will be taken into consideration by decision-makers.
- G123-31** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-32** This text was taken directly from **Section 6.0** Alternatives of the DEIR.
- G123-33** Comment noted. Refer to response to G123-22 above. The City respectfully disagrees with commentor regarding their assumptions on the City's approval process.
- G123-34** The Project Applicant does not currently own any other vacant property within the City so this alternative was not pursued.
- G123-35** The commentor's interpretation of the CEQA Guidelines is incorrect. According the CEQA Guidelines §15126.6, "an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives...The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." The DEIR fully analyzes and discloses the Project's alternatives discussion in **Section 1.0, Executive Summary** and **Section 6.0, Alternatives**. The Alternative Site Alternative was not pursued since the Project Applicant does not currently own any other vacant property within the City. Refer to the Alternative Site Alternative discussion in **Section 6.0** of the DEIR for more information.

- G123-36** Although three alternatives were analyzed, the DEIR states that two alternatives were analyzed. Refer to **Section 3.0, Errata** for text changes to **Section 6.0, Alternatives**.
- G123-37** The comment is based on the commentor's assumption. However, your comment will be taken into consideration by decision-makers.
- G123-38** This is a list of the DEIR's EIR Sections and the commentor is requesting an opportunity to provide additional comments. Additional comment letters provided would be taken, but the City is not required to provide responses to late comments.

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## Comment Letter G124 – Blair M. Ball

**Christina Taylor**

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**From:** lazyb1@verizon.net  
**Sent:** Monday, June 06, 2022 4:06 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station...EIR Comments for June 6, 2022

Please include the following for public comment for the Beaumont Summit Station EIR.

The applicants desire to change Beaumont's general zoning plan, for their own special interest, from its current residential designation to industrial is not a good fit for the citizens of Beaumont and the region. The project is described in the EIR as being located in the "extreme (read EXTREME) northern portion of the City of Beaumont". This seems to imply that it is in an obscure "out of sight, out of mind" location in the city and it will have little or no impact. That however is not the conclusion of the applicants own chosen and funded consultants who researched and wrote this EIR. Without belaboring the conclusions of the EIR, it is readily obvious that in many aspects, (transportation, traffic, and air quality to name a few), there are "significant unavoidable impacts" to this project for this location as it applies to the citizens of this area whether they live in Beaumont, Calimesa, Cherry Valley or beyond. The fact that it is located in the "extreme" northern portion of Beaumont simply means it is across the street from the citizens of Calimesa and Cherry Valley who will be equally impacted by these EIR findings. Per the EIR findings, even with attempts to try and mitigate the traffic and air quality findings, this project still remains outside the goals and policies of the city of Beaumont. As an example, one of the mitigation suggestions for transportation is to "educate" the citizens about the use and availability of public transportation. Does this imply that because this project will dramatically increase traffic vehicle miles traveled (VMT) on the roads that we citizens need to reduce the use of our personal vehicles in order to help the VMT equation better conform to the goal and policy of the city? In other words, we citizens will need to curtail the use of our vehicles because this projects' truck use will surpass the city's goal of VMT by over 80% according to the data in the EIR. Highly unlikely that will ever happen but instead will serve to make traffic even more burdensome. Please keep the current general plan in effect and deny this project as it is not in the best interest of the people who live in this area. Beaumont already has a plan that allows for warehouses. The applicant can build his warehouse in the designated zone if he so desires.

G124-1

Respectfully submitted,

Dr. Blair M Ball

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***Responses to Comment Letter G124 – Blair M. Ball***

**G124-1** Refer to Response G2-3.

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## Comment Letter G125 – Nancy Hall

**Christina Taylor**

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**From:** Nancy Hall <nancyhall063@gmail.com>  
**Sent:** Monday, June 06, 2022 4:08 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit EIR  
**Attachments:** Notes Beaumont Summit.docx

Christina,  
Attached is my letter.

Nancy Hall  
PO Box 716  
Beaumont, CA 92223  
nancyhall063@gmail.com

June 4, 2022

Christina Taylor, Community Development Director  
c/o ctaylor@beaumontca.gov  
City of Beaumont  
550 E. 6<sup>th</sup> Street  
Beaumont, CA 92223

Re: Beaumont Summit EIR  
High Cube- Short Term & Refrigerator Warehouses

Dear Ms. Taylor

I have reviewed the report for the Beaumont Summit Draft EIR and I am NOT in favor of this project.  
I also am Not in favor of changing the zoning to industrial.

G125-1

This Project is **NOT** a 'Fit' for the property location requested. Zoning for Industrial should be limited to the Beaumont Industrial Park (4<sup>th</sup> Street between Veile St. and Jack Rabbit Trail).

The San Geronio Pass area does not have the needed infrastructure to support this project; nor is it of any interest to the community in that location.

G125-2

Beaumont needs to have projects that will improve relationships between its residents and the city. Development projects that will bring families together.

Beaumont needs to protect both families and seniors who sold their homes in busy cities overloaded with truck traffic and moved to a place they felt their children would be safe and parents could retire.

Family venues such as:

- Miniature Golf, batting cages, pickle ball
- Birthday party venues for Kids or something like [familyplacetown.org](http://familyplacetown.org)
- Roller Skating, Ice Skating
- Along Cherry Valley Blvd could be Commercial and retail.
- The hotel and retail/office 3 story with a pool/spa

G125-3

People come here for Retirement, moving away from big cities and congestion, semi-rural living, Cherry Festival, Stagecoach Days, Lavender Festival and Oak Glen.

**All Industrial should be limited to the Beaumont Industrial Park on 4<sup>th</sup> St.**

. Cont'd. Nancy Hall

**1. Cherry Valley Blvd./I-10**

Even with the improvements to Cherry Valley Blvd as projected by the County of Riverside, the magnitude of this project will overload I-10. The Shop-Off warehouse project will have 300 door docks with potential of mega semi- trucks coming and going each day.,

*Note: While today's news reports the County of Riverside to fund the diamond shaped improvements to Cherry Valley Blvd. overpass, it still takes years to coordinate with Cal Trans and other governing bodies to develop those improvements. In the Transportation section of this EIR, if approved they expect.*

**2. CALIMESA/I-10 Plus Roberts Rd./Singleton Rd. & Cherry Valley Blvd.**

Calimesa is planning several new developments which will greatly impact Cherry Valley Blvd until Cal Trans, Developer and City of Calimesa can install east and westbound on/off ramps. Cal Trans informed me that it could be 5-7 years before ramps occur due to legal designations, attorneys, and money etc. See planned retail/commercial Calimesa.

[https://images1.cityfeet.com/d2/kj72cRNgGf7WI6q\\_ELMD9CO8at7i5pm14xp8o6hsc5g/roberts-rd-calimesa.pdf](https://images1.cityfeet.com/d2/kj72cRNgGf7WI6q_ELMD9CO8at7i5pm14xp8o6hsc5g/roberts-rd-calimesa.pdf) [Zoning-and-Land-Use-Map-PDF \(cityofcalimesa.net\)](#)

As Calimesa continues to fill in development towards Beaumont, pressure will rise in the use of Cherry Valley Blvd. and the alternate Singleton and Calimesa Blvd for those big truck and cars. The I-10 freeway cannot support

**3. Cal Trans /I-10**

In my recent conversation with Cal Trans, I was told, there is no request or plan to widen the I-10 freeway in the Pass area between Calimesa and Banning in the immediate future. I was also told there were no plans to improve the east bound Hwy 60 on ramp to west bound I-10.

**4. I-10/Hwy 79 Interchange/ First Street in Beaumont**

West/East traffic to San Jacinto/Hemet, Moreno Valley/Yucaipa/Redlands

San Jacinto is growing towards Ramona Expressway with increased commuter traffic daily getting to I-10 in Beaumont via Hwy 79.

**BANNING/Sun Lakes Blvd/ Highland Springs**

Recently approved a 614k High Cube warehouse which will greatly impact the local traffic on I-10 plus at Highland Springs and Hwy 79 at First Street. Banning abandoned citizen, losing transparency and relationship with the single development Sun Lakes who has brought revenue to Banning.

Lastly, I found it comical that to try and mitigate the traffic, the applicant chose to add bicycles and showers. It just doesn't work. Since Covid, people don't stop at stop signs or drive with any respect for safety on the roadways. Riding a bike on major roadways is not safe and won't work in inclement weather.

In short, Only the hotel if reduced to 3 story's, commercial and residential, should be accepted on this applicant for those 185 acres. I would ask the applicant for a project that would add to the value of the Pass Area.

Respectively,  
Nancy Hall

G125-4

G125-5

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***Responses to Comment Letter G125 – Nancy Hall***

- G125-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G125-2** Comment noted. As noted in **Section 4.17, Utilities and Service Systems**, the Project proposes utility infrastructure improvements to serve the proposed Project. Refer to **Section 4.17, Utilities and Service Systems** which fully analyzes and discloses the DEIR's impacts to existing utilities and service systems.
- G125-3** Refer to response to G125-1 above.
- G125-4** Refer to response to G125-1 above.
- G125-5** This comment refers to the transportation demand management strategies (TDMs) provided in **Section 4.15, Transportation**, Impact 4.15-2 (pages 4.15-21 through 4.15-22). The TDMs provided were examples that future Project operators could include in a TDM program to reduce the use of single occupant vehicles by employees. However, the effectiveness of the TDMs 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. 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.

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## Comment Letter G126 – Jeff Hewitt

### **Christina Taylor**

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**From:** Jeff Hewitt <jhewitt.liberty@gmail.com>  
**Sent:** Monday, June 06, 2022 4:28 PM  
**To:** Christina Taylor  
**Subject:** Beaumont Summit Station Opposition Letter  
**Attachments:** JH Beaumont Summitt Station\_2022.pdf

Good afternoon Christina,

Please see attached letter of my opposition letter regarding the Beaumont Summit Station.

Please provide confirmation receipt at [jhewitt.liberty@gmail.com](mailto:jhewitt.liberty@gmail.com).

Respectfully,

Jeff Hewitt

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**Jeff Hewitt**

955 Roberts Road  
Calimesa, CA 92320  
(909) 709 9807  
jhewitt.liberty@gmail.com

6th June, 2022

**City of Beaumont**

550 E. 6th Street  
Beaumont CA 92223

RE: Beaumont Summit Station

Dear Mayor White & Beaumont City Council Members,

I am writing this correspondence as a private citizen and my opinions do not reflect the County of Riverside or the Board of Supervisors. The "Beaumont Summit Project" is approximately a mile from my house.

On October 17 2017, the Riverside County Board of Supervisors approved the San Geronimo Crossings Project (now I-10 Logistics). At the time of approval, I was not the 5th District Supervisor. At this meeting, Mayor Nancy Carrol and Councilman Lloyd White expressed their objections to the project as they argued it was incompatible with the rural character of Cherry Valley, it would cause negative impacts to the air quality, and the truck traffic could not be accommodated on Cherry Valley Boulevard. Now, the City of Beaumont is entertaining an even larger warehouse project just across the street?

G126-1

Please find my objections to the Beaumont Summit Station Project;

1. The project is incompatible with the supporting areas which are a blend of medium density, low density, and very low density residential units.
2. As a "gateway" into Cherry Valley from the west, this proposed project does not support the rural character of this COI (Community of Interest).
3. The City of Beaumont has a clear industrial zone, why is this proposed project outside of the 4th street industrial corridor?
4. Traffic: Brookside Avenue cannot accommodate traffic but should be used as a secondary access point, is this the plan if approved? I am suspecting that since Mayor White lives on Brookside, that all traffic will be diverted to heavily impacted Cherry Valley Boulevard?

G126-2

- 
5. When Riverside County annexed this property via LAFCO to the City of Beaumont, it was with the understanding that it was going to eventually be medium density housing, now warehousing? Why?
  6. Suggestion: Keep the current zoning and consider all future warehouse projects in your currently zoned light industrial area off of 4th street in south Beaumont.

Respectfully Submitted,

Jeff Hewitt

Citizen of Callimesa

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### ***Responses to Comment Letter G126 – Jeff Hewitt***

**G126-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

**G126-2** Refer to the following:

1. Adoption of the proposed Specific Plan (SP2021-0005) is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.
2. Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
3. The Project Applicant does not currently own any other vacant property within the City and it's not in the City's place to dictate the activities a private property owner makes to improve their land.
4. Traffic circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Project traffic would not overrun roadways associated with residential neighborhoods. Lastly, permanent open space would separate the Project from Stetson to the south.
5. On September 26, 2006, City Planning Commission (Commission) held a public hearing on the Sunny-Cal Specific Plan, North Brookside Community Plan, Sphere of Influence Amendment, and Annexation to the City. After the conclusion of the public testimony, the Commission closed the public hearing and continued the project to November 14, 2006, at which time the Commission requested refinements to the Sunny Cal Specific Plan and took action to recommend City Council approval of the project.

On July 17, 2007, the City Council held a public hearing on the Project. At the conclusion of the public testimony, the City Council closed the public hearing and after consideration of the project, requested elimination of the North Brookside Community Plan component of the project and a revision to the Sphere of Influence Amendment to include only that territory within the boundaries of the Sunny-Cal Specific Plan area. The approved 2007 Sunny-Cal Specific Plan document incorporated the City Council's direction.

The previous Project Applicant for the Sunny-Cal Specific Plan never moved forward with the development of the Sunny-Cal project even though they had approvals to do so. As such, the property was sold and the current Project Applicant has submitted an application for a new specific plan/proposed Project.

6. Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

## Comment Letter G127 – Penny Quinn

**Christina Taylor**

---

**From:** Penny Quinn <pennyq43@yahoo.com>  
**Sent:** Monday, June 06, 2022 5:51 PM  
**To:** Christina Taylor  
**Subject:** Summit station

The last thing we need is more warehouse occupancy in Beaumont. We are not an industrial community. People move here to get away from the crowded urban areas. The traffic from the trucks and the resultant air pollution mean that our property values will diminish and we will cease to be an attractive alternative to those seeking our lifestyle. Please take this into consideration when voting on this matter.

Penny Quinn  
1758 La Cantera Way  
Beaumont Ca 92223

Sent from my iPhone

G127  
-1

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***Responses to Comment Letter G127 – Penny Quinn***

- G127-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G128 – Julie Janesin

**Christina Taylor**

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**From:** Julie Janesin <jljanessin@verizon.net>  
**Sent:** Monday, June 06, 2022 8:49 PM  
**To:** Christina Taylor  
**Subject:** Proposed Beaumont Warehouse near Residential

Ms. Taylor

This warehouse is a terrible idea!

Terrible for the Beaumont Community! The pollution and our air quality will suffer greatly due to the amount of excess traffic this will create.

Pollution to adult residents and toxic to our children and grandchildren!

Please STOP this now.

Sincerely

Julie Janesin  
PO Box 433  
Beaumont, Ca. 92223  
909-633-7157

G128

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***Responses to Comment Letter G128 – Julie Janesin***

- G128-1** Comment Noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

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## Comment Letter G129 – Lori Ellison

**Christina Taylor**

---

**From:** L Ellison <laellisonla@gmail.com>  
**Sent:** Monday, June 06, 2022 11:09 PM  
**To:** Christina Taylor  
**Subject:** Summit Station

Hi Ms. Taylor,

Thank you for taking the time to read this email. I'm a resident at Solera in Beaumont and am sending this note to you and the Beaumont City Council expressing my opposition to the construction of the Summit Station Warehouse on Brookside Avenue. The negative impact created by such a large construction job and its resulting warehouse's trucking traffic will have an alarming effect on the senior residents of Solera and our neighbors in the Stetson community—from construction hazards to congestion, noise and air pollution and water waste.

G129-1

The Cherry Valley Boulevard warehouse is an alarming case in point. City planning isn't just about growth and generating tax income. Beaumont shouldn't become a miniature City of Industry. Our area's countryside aesthetic is an important part of its personality that helps draw and retain residents and contributes to quality of life and home values. There's got to be a better way to grow. Thanks again for your time and consideration.

G129-2

Sincerely,  
Lori Ellison  
(Solera Resident)

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***Responses to Comment Letter G129 – Lori Ellison***

- G129-1** Comment noted. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality, hydrology and water quality, noise, and transportation. Refer to **Section 4.2, Air Quality, Section 4.9, Hydrology and Water Quality, Section 4.11, Noise, and Section 4.15, Transportation** of the DEIR for more information.
- G129-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

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## Comment Letter G130 – Jennie Rose Sylva

### Christina Taylor

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**From:** Jennie Rose Sylva <harmoniehoney@yahoo.com>  
**Sent:** Tuesday, June 07, 2022 8:37 AM  
**To:** Christina Taylor  
**Subject:** Oppose "BEAUMONT SUMMIT STATION"

Good Morning,

I know the deadline was yesterday, but I wanted to still express my hopes that the city council will do what is best for residents on the West side on Beaumont and not allow another monolithic eyesore that brings additional traffic, air pollution and low paying - non career jobs. Beaumont has already designated plenty of warehouse space off the 60 freeway!

Thank you.

Jennie Rose Sylva  
36974Dunhill Court  
Beaumont, CA 92223

*"Laughter, hope, waves at the shore -- if we collected all of these gifts like small grains of sand, soon we'd have a castle." ~ Unknown*

*"There are two ways of spreading light: to be the candle or the mirror that reflects it." ~ Edith Wharton*

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***Response to Comment Letter G130 – Jennie Rose Sylva***

**G130** Letter G130 was submitted past the public review deadline. Pursuant to State CEQA Guidelines, the City is not required to respond to the comment letter.

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## Comment Letter G131 – Adam Salcido

**Christina Taylor**

---

**From:** A S <asalcido.07@gmail.com>  
**Sent:** Tuesday, June 07, 2022 6:28 PM  
**To:** Christina Taylor  
**Cc:** Unknown; jbourgeois029@gmail.com; Terrance Lucio; PATRICK HANINGER  
**Subject:** Beaumont Summit Specific Plan Project

Good Evening Ms. Taylor,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

[t.lucio57@gmail.com](mailto:t.lucio57@gmail.com)

[phaninger1@gmail.com](mailto:phaninger1@gmail.com)

[jbourg2271@aol.com](mailto:jbourg2271@aol.com)

[jbourgeois029@gmail.com](mailto:jbourgeois029@gmail.com)

[asalcido.07@gmail.com](mailto:asalcido.07@gmail.com)

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

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***Response to Comment Letter G131 – Adam Salcido***

**G131** Letter G131 was submitted past the public review deadline. Pursuant to State CEQA Guidelines, the City is not required to respond to the comment letter.

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## Section 3.0 Errata

### 3.1 INTRODUCTION TO THE ERRATA

In accordance with Section 15132 of the CEQA Guidelines, the FEIR for the Beaumont Summit Station Project includes the DEIR, dated April 2022, as well as any proposed revisions or changes to the DEIR.

The changes to the DEIR do not affect the overall conclusions of the environmental document, and instead represent changes to the DEIR to provide clarification, amplification and/or insignificant modifications, as needed as a result of public comments on the DEIR, or due to additional information received during the public review period. These clarifications and corrections do not warrant recirculation of the DEIR pursuant to CEQA Guidelines Section 15088.5.

None of the changes or information provided in the comments identify a new significant environmental impact, a substantial increase in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted. In addition, the changes do not reflect a fundamentally flawed or conclusory DEIR.

Changes to the DEIR are listed by Section, page, paragraph, etc. to best guide the reader to the revision. Changes are identified as follows:

- Deletions are indicated by ~~strikeout text~~.
- Additions are indicated by underlined text.

### 3.2 CHANGES TO THE DRAFT EIR

*Page 1-20, Update to Resource Impact 4.7-1*

Resource Impact
<b>Impact 4.7-1</b> Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?  <u>Would the Project generate GHG emissions, either directly or indirectly, that could have a significant cumulative impact on the environment?</u>

*Page 1-23, Update to Resource Impact 4.11-1 and Level of Significance*

Resource Impact	Level of Significance
<b>Impact 4.1-1</b> Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local	Less than Significant Impact

Resource Impact	Level of Significance
general plan or noise ordinance, or applicable standards of other agencies?	
<u>Cumulative?</u>	<u>Significant Unavoidable Impact</u>

*Page 2-1, First Paragraph, Last Sentence*

This Project entails the construction and operation of e-commerce, commercial, open space, and residential development divided amongst five parcels, on approximately 188 ~~200~~-acres of land within the northwestern portion of the City.

*Page 4-5, Update to Third Paragraph, Last Sentence*

The 534 cumulative projects are listed below in **Table 4-1, Cumulative Projects**.

*Page 4-8, Update to Table 4-1.*

Project #	Description	Land Use	Quantity	Units
<u>54</u>	<u>Potrero Logistics Center Warehouse Project</u>	<u>High-Cube Warehouse</u>	<u>577,920</u>	<u>KSF</u>

*Page 4.3-21, Last Paragraph*

**MM BIO-2**

A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls ~~within-between~~ 30 and 60 days prior to site disturbance. Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl habitat, or if burrowing owls are detected after the Project has started, then construction activities shall be halted immediately. If burrowing owls are documented on-site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP. CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Burrowing Owl Plan will be reviewed by the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Western Riverside County Regional Conservation Authority.

*Page 4.3-22, Second Paragraph*

**MM BIO-3** To ensure compliance with California Fish and Game Code sections 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, ~~Vegetation~~ clearing and ground disturbing activities ~~should~~ shall be conducted outside of the bird nesting season ~~(February 1 through August 31)~~. If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including but not limited to vegetation clearing, disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.

During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgment. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgment to avoid Take of nesting birds.

*Page 4.3-23, Additional sentence to last paragraph before MM BIO-4*

Additionally, as a condition of the MSHCP, avoided land areas will be conserved as part of the proposed project. As such, implementation of MMs BIO-5 and MM BIO-6 are also required:

*Page 4.3-24, Second Paragraph*

**MM BIO-4** Prior to any ground-disturbing activity near jurisdictional aquatic resources, applicable permits shall be obtained through the Corps, RWQCB, and CDFW for impacts on jurisdictional aquatic resources. The Applicant shall implement/comply with all permit conditions and mitigation measures required by the resource agencies. Compensatory mitigation to offset impacts on jurisdictional aquatic resources may be implemented through on-site or off-site, permittee-responsible mitigation, in-lieu fee (ILF) program or mitigation bank credit purchase, or a combination of these options depending on availability.

The proposed compensatory mitigation strategy is as follows, for a total 3:1 mitigation ratio:

1. Purchase of 4.82 credits (2:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed ILF Program), as available; AND
2. An additional 1:1 mitigation via one of the following measures, dependent on negotiations with the resource agencies during the permit evaluation process:

- a. On-site preservation, including enhancement and revegetation within Specific Plan Planning Area 3, with a focus on removal of invasive tree of heaven (*Ailanthus altissima*) and replanting with native species such as mulefat (*Baccharis salicifolia*) and other appropriate species, OR
- b. Purchase of 2.41 credits (1:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed ILF Program), as available.

The Corps, RWQCB, and CDFW will make final determinations regarding compensatory mitigation requirements during the permit evaluation process. If mitigation credits are not available at the Santa Ana River Watershed ILF Program, purchase of credits at an alternative mitigation bank will be pursued in consultation with the regulatory agencies during the aquatic resources permitting process. Additionally, if on-site enhancement is pursued, an enhancement and revegetation plan will be developed in consultation with the regulatory agencies during the aquatic resources permitting process.

~~**MM BIO-4** Prior to any ground-disturbing activity near jurisdictional features, applicable permits shall be obtained through the USACE, RWQCB, and CDFW for impacts on jurisdictional features. Based on the results of the aquatic resources delineation for the proposed Project, the proposed Project would permanently impact 0.25 acre of USACE-jurisdictional non-wetland waters of the U.S. and RWQCB-jurisdictional non-wetland waters of the State (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1). Additionally, the proposed Project would permanently impact 2.17 acres of CDFW-jurisdictional vegetated streambed (i.e., NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3A, NWW-3B, and NWW-3B1) and 0.24 acre of CDFW-jurisdictional riparian habitat (i.e., NWW-2A and NWW-3B). The Project applicant shall be obligated to implement/comply with the permit conditions and mitigation measures required by the resource agencies regarding impacts on their respective jurisdictions.~~

~~A minimum 1:1 mitigation ratio (0.25 acre USACE/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. Compensatory mitigation to offset impacts to jurisdictional aquatic resources may be implemented through off-site, permittee-responsible mitigation, in-lieu fee program or mitigation bank credit purchase (e.g., Riverpark Mitigation Bank), or a combination of these options depending on availability. The proposed mitigation strategy is the purchase of 4.82 re-establishment and/or rehabilitation credits (2:1 mitigation ratio) from the Riverpark Mitigation Bank. The regulatory agencies will make the final determination of the final compensatory mitigation requirements during the permit evaluation process. Prior to issuance of a grading permit, the Project applicant will provide the City of Beaumont with purchase confirmation.~~

*Page 4.3-24, Third New Paragraph*

**MM BIO-5**      The proposed Project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to adoption and approval of the DEIR, the City of Beaumont will ensure full implementation of the Western Riverside County Multiple Species Habitat Conservation Plan for the Project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation to the California Department of Fish and Wildlife and the US Fish and Wildlife Service for a 60-day review and response period prior to the City approving the DBESP and finalizing the DEIR.

*Page 4.3-24, Fourth New Paragraph*

**MM BIO-6**      Avoided riparian/riverine areas, and associated functions and values, will be conserved through the use of deed restrictions, conservation easement, or other appropriate mechanisms.

*Page 4.4-16, First Paragraph, First Sentence*

**MM CUL-1**      A qualified archaeological monitor who meets U.S. Secretary of the Interior Standards (SOI) will be present during Project-related ground-disturbing activities in undisturbed native sediments.

**MM CUL-2**      In the event that potentially significant cultural materials are encountered during Project-related ground-disturbing activities, all work will be halted in the vicinity of the discovery until a qualified archaeologist who meets U.S. Secretary of the Interior Standards (SOI) can visit the site of discovery and assess the significance of the archaeological resource.

*Page 4.6-20, First Paragraph*

**MM GEO-1**      **Settlement Monitoring Program.** A Settlement Monitoring Program would be implemented, as required by the City of Beaumont Engineering Department, consisting of the surveying of surface monuments to monitor settlement of alluvial soils left in-place and/or proposed fills deeper than 30 feet (design plus remedial grading). Survey monument readings for both deep fill areas and for fill over compressible natural ground (Qal) should be conducted following the completion of fill placement. Survey monument locations should be selected by the geotechnical consultant. Survey readings should be taken weekly for the first month and on a weekly basis thereafter until vertical movement of the fill mass achieve 90 percent of primary compression, begin secondary compression or the estimated remaining settlement is less than one inch. Construction of proposed structures would not commence until approved by the geotechnical consultant based on the results of the settlement monitoring. Survey benchmarks used for the monitoring would be confirmed with the geotechnical consultant prior to initial readings being performed.

Foundation and Grading Plan Review. New retaining walls with maximum heights of up to 50± feet would be constructed as part of the new development. Additional review of the global stability of the proposed site grading be performed by SCG once more detailed rough grading plans become available. An additional subsurface exploration may be required to evaluate the geotechnical design considerations of the retaining wall and new slope configurations, as determined by a qualified geologist.

Over excavation. Benching of the sidewalls would be required during fill placement. The horizontal extent of the benching should be sufficient to reduce the inclination of the native fill contact to 3h:1v or flatter. Following completion of the over excavations, the subgrade would be evaluated by the geotechnical engineer to verify its suitability to serve as the structural fill subgrade. Some localized areas of deeper excavation may be required if loose, porous, or low-density materials are encountered at the base of the over excavation. Materials suitable to serve as the structural fill subgrade within the building area should consist of moderate strength alluvial soils which possess an in-situ density equal to at least 85 percent of the ASTM D-1557 maximum dry density. These materials would be moisture conditioned to 0 to 4 percent above optimum moisture content prior to placement of any new fill soils. The previously excavated soils may then be replaced as compacted structural fill.

Page 4.7-48, Table 4.7-8 Goal 10

SCAG Goals	Compliance
GOAL Promote conservation of natural and agricultural lands and restoration of habitats.	<p><del>N/A:</del> This Project is located on <del>previously disturbed land</del> <u>and is not located on agricultural lands.</u> <del>land that is</del> <u>identified as "Farmland of Local Importance," "Grazing Land," and "Other Land."</u> <del>Although the</del> <u>Project would convert agricultural land for non-</u> <del>agricultural uses, the identified agricultural land is</del> <u>not considered as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.</u> <del>However, the Project would conserve natural lands</del> <u>within the Project's proposed open space area and</u> <del>ensure the conservation and restoration of habitats</del> <u>through mitigation efforts.</u></p>

Page 4.8-23, Sixth Paragraph

**MM HAZ-1** The Project Applicant shall have a Soil Management Plan prepared by a qualified geologist prior to issuance of a building permit prior to the redevelopment of the site. The Soil Management Plan shall provide guidelines for grading and construction projects at the Project site. At a minimum, the Soil Management Plan shall provide a site-specific health and safety plan, excavation boundary site map, and a series of cross-sections of the Project site.



*Page 4.10-33, Table 4.10-2 Goal 10*

RTP/SCS Strategies	Project Consistency
10. Promote conservation of natural and agricultural lands and restoration of habitats	<b>Consistent:</b> The Project site is located within an existing semi-urban area designated for residential development through the Sunny-Cal SP. <del>There are no designated agricultural lands or farmlands in the area or habitat restoration areas.</del> <u>The Project site is on land identified as "Farmland of Local Importance," "Grazing Land," and "Other Land."</u> Although the Project would convert agricultural land for non-agricultural uses, <u>the identified agricultural land is not considered significant under CEQA. However, the Project would conserve natural lands within the Project's proposed open space area and ensure the conservation and restoration of habitats through mitigation efforts.</u>

*Page 4.11-32, Additional Bullet Point*

- Brookside Avenue from Oak View Drive to Beaumont Avenue. Noise levels would be 60.1 at 100 feet from roadway centerline. However, noise levels would not exceed the conditionally acceptable standard of 70 dBA. Impacts along this segment would be less than significant.

*Page 5-5, Last Paragraph*

Refer to **Section 4.1, Aesthetics** through **Section 4.18, Wildfire** of this EIR. ~~No cumulative impacts were discovered during the analysis of the Project.~~ The environmental impact analyses design features and objectives of the Project were concluded as having concluded that the Project has the would potentially to create significant unavoidable impacts to air quality, greenhouse gas emissions, noise, and transportation analyses. Despite the implementation of feasible mitigation measures, standards conditions, and project design features is proposed in each case to minimize the potential of these impacts. However, these impacts could not be minimized to a less than significant level. Therefore, impacts related to air quality, greenhouse gas emissions, noise, and transportation would remain significant and unavoidable.

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## **Appendix C1: Biological Resources Assessment**





# BEAUMONT SUMMIT STATION BIOLOGICAL RESOURCES AND MSHCP CONSISTENCY REPORT

Beaumont, California

February 4, 2022  
Revised July 5, 2022

*Prepared for:*  
Kimley-Horn  
401 B Street, Suite 600  
San Diego, CA 92101  
(619) 234-9411

*Prepared by:*  
Rocks Biological Consulting  
4312 Rialto Street  
San Diego, CA 92107  
(619) 701-6798

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## APPENDICES

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## 1 EXECUTIVE SUMMARY

This report presents the results of a biological resource assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis conducted by Rocks Biological Consulting (RBC) for the Beaumont Summit Station Project (project or proposed project) in the City of Beaumont, Riverside County, California. The approximately 191-acre project site has been historically used for agricultural purposes and is highly disturbed; the majority of the site supports non-native grassland or is developed. Limited native habitat, primarily within small drainages, occurs on the western portion of the site.

The site is not located within any MSHCP Cellgroups or Criteria Cells and is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) processes. The project is identified as occurring within a regional MSHCP Survey Area for Marvin's onion (*Allium marvinii*), many-stemmed dudleya (*Dudleya multicaulis*), and burrowing owl. RBC conducted protocol presence/absence surveys for burrowing owl (*Athene cunicularia*) and least Bell's vireo (*Vireo bellii pusillus*) in 2021. Habitat assessments and focused surveys were performed also for many-stemmed dudleya and Marvin's onion in 2021.

Survey results for burrowing owl were negative. For least Bell's vireo, one individual male was detected within a drainage in the southwestern portion of the project during surveys one and two of the eight focused surveys. No female vireo or nesting was observed and based on its absence in surveys three through eight, the male appears to have been moving through the area temporarily. The drainage where the vireo was observed is not within the project impact area; however, potential noise and adjacency impacts may occur if the species colonizes the drainage prior to construction. Mitigation is proposed in order to reduce potential least Bell's vireo impacts to less than significant. Survey results for many-stemmed dudleya and Marvin's onion were negative, and the site does not support suitable habitat for these species.

The project site supports drainages expected to be considered jurisdictional under the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW).

The project site supports riparian/riverine habitat and would be consistent with the goals/objectives of the MSHCP with the implementation of the proposed avoidance and mitigation measures included in this report, pending a Determination of Biologically Equivalent or Superior Preservation (DBESP).

Impacts to vegetation communities and potential impacts to special-status animal species will be mitigated to below a level of significance through payment of the MSHCP Local Development Mitigation Fees. Impacts to Corps-, RWQCB-, and CDFW-jurisdictional resources along with impacts to MSHCP riparian/riverine areas shall be mitigated at a 3:1 mitigation ratio through the purchase of 4.82 mitigation bank credits (a 2:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed In-Lieu Fee (ILF) Program), as available; and an additional 1:1 mitigation through either on-site preservation, with a focus on removal of invasive species and replanting with native species, or the purchase of 2.41 acres/credits from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed ILF

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Program), as available. The Corps, RWQCB, and CDFW will make final determinations regarding compensatory mitigation requirements during the permit evaluation process.

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## 2 INTRODUCTION

The purpose of this Biological Resources and MSHCP Consistency Report is to summarize the biological data for the proposed project and to document the project's consistency with the goals and objectives of the Western Riverside County MSHCP. The proposed project consists of the development of approximately 156 acres of e-commerce and commercial facilities on the 191-acre site. The project does not include any covered roads or covered public access activities under the MSHCP.

### 2.1 PROJECT AREA

The Beaumont Summit Station Specific Plan (a comprehensive amendment of the Sunny-Cal Specific Plan that includes the proposed project) site is in the northwestern portion of the City of Beaumont, California (Figure 1). The project site is approximately 191 acres located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10). The current zoning for the project site is Specific Plan. All proposed changes associated with the project are located within areas previously annexed to the City of Beaumont by Local Agency Formation Commission (LAFCO). The following Assessor Parcel Numbers (APNs) are associated with the project site: 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017.

The project site contains primarily vacant land within the western and southern portions of the project. The central and eastern portions of the project site are developed, including multiple concrete foundations and several outbuildings that supported former poultry and egg farm operations. The topography of the project site slopes gently downward to the west.

### 2.2 PROJECT DESCRIPTION

#### 2.2.1 PROJECT BACKGROUND

In August 2007, the City of Beaumont (City) adopted the Sunny-Cal Specific Plan (Specific Plan), which included the approval of 560 single-family residential dwelling units with lot sizes ranging from 7,000 to 20,000 square feet on approximately 200 acres in the City of Beaumont. The overall gross density of the Sunny-Cal Specific Plan was 2.8 dwelling units (du) per acre (ac). The Specific Plan included four planning areas, pocket parks, trails, open space, circulation, and a neighborhood park. The Specific Plan was accompanied by a General Plan Amendment, Pre-zoning, LAFCO Annexation, and a Development Agreement. The City also certified the Sunny-Cal Specific Plan EIR in August 2007. The Sunny-Cal Specific Plan EIR provided CEQA level analysis for the Specific Plan, General Plan Amendment, Pre-zoning, LAFCO Annexation, and the Development Agreement associated with the Sunny-Cal Specific Plan. The Sunny-Cal Specific Plan EIR was challenged in 2007 and was upheld by the California Court of Appeals in 2010.

The majority of the Specific Plan area was annexed from the County of Riverside to the City of Beaumont in 2017. Although the Specific Plan Project was approved by the City of Beaumont and LAFCO, no development has occurred on the project site. The Beaumont Summit Station Specific Plan represents the amendments to the original Specific Plan which are described

below in Section 2.2.2 and are the subject of the analysis of this Biological Resources and MSCHP Consistency Report.

### 2.2.2 PROJECT DESCRIPTION

The proposed project includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. The project site is divided into five parcels, with Parcels 1, 2, and 3 (Specific Plan Planning Area 1) designated for e-commerce uses with supporting office; the project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial to allow for these uses. Parcels 1, 2, and 3 are proposed to be developed with three separate e-commerce buildings, as follows:

- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

Parcel 4 (Specific Plan Planning Area 2) would include the development of up to 150,000 square feet of commercial uses; the project proposes to amend the existing General Plan designation from Single-Family Residential to General Commercial for Parcel 4 to allow for these uses:

- Four-story hotel: 100,000 square feet (220 hotel rooms)
- Restaurant: 25,000 square feet
- Retail: 25,000 square feet

Parcel 5 (Specific Plan Planning Area 3) would remain as open space. The existing General Plan designation of Single Family Residential would be amended to Open Space. The proposed project would also include various on-site and off-site improvements including roadway improvements, utility connections, and rights-of-way to support the project. The amendments to the Specific Plan are summarized in Table 1, below.

Table 1. Existing and Proposed Land Use within the Beaumont Summit Station Project

Land Use	Sunny-Cal Specific Plan (2007)		Beaumont Summit Station Specific Plan (Specific Plan amendments) (2021)	
Low Density Residential	158.65 acres	560 dwelling units	15.09 acres	41 units
E-Commerce	--	--	138.63 acres	2,648,530 sf
Commercial Hotel Retail Restaurant	--	--	12.85 acres	24,217 sf 25,750 sf 10,954 sf
Open Space	21.15 acres		0 acres	
Park/Trail			28.88 acres	
Buffer/Open Space			4.55 acres	
Road	9.8 acres		4.55 acres	
<b>Total</b>	<b>200 acres</b>		<b>200 acres</b>	

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control list of various hazardous sites).

### **2.3 GENERAL SETTING**

The northern perimeter of the project site is bounded by Cherry Valley Boulevard, with active construction occurring immediately north of the roadway. To the east of the project site are rural residential buildings as well as agricultural land uses. The western portion of the project site is surrounded by undeveloped vacant land which is further bounded by I-10. The southern side of the project site is surrounded by Brookside Avenue; beyond Brookside Avenue is residential development in the form of single and multi-family home communities.

### **2.4 REGULATORY FRAMEWORK**

Federal, state, and local agencies have established several regulations to protect and conserve biological resources. The descriptions below provide a brief overview of agency regulations that may be applicable to the project. The regulating agencies make the final determination as to what types of permits are required.

#### **Federal Regulations**

##### ***Federal Endangered Species Act***

The federal Endangered Species Act of 1973 (ESA; 16 U.S.C. § 1531 et seq.), as amended, provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed species. The ESA regulates the “take” of any endangered fish or wildlife species, per Section 9. As development is proposed, the responsible agency or individual landowner is required to consult with the U. S. Fish and Wildlife Service (USFWS) to assess potential impacts on listed species (including plants) or their critical habitat, pursuant to Sections 7 and 10 of the ESA. USFWS is required to make a determination as to the extent of impact a project would have on a particular species. If it is determined that potential impacts on a species would likely occur, measures to avoid or reduce such impacts must be identified. USFWS may issue an incidental take statement, following consultation and the issuance of a Biological Opinion. This allows for take of the species that is incidental to another authorized activity, provided that the action will not adversely affect the existence of the species. Section 10 of the ESA provides for issuance of incidental take permits to non-federal parties with the development of a habitat conservation plan (HCP); Section 7 provides for permitting of federal projects.

##### ***Migratory Bird Treaty Act***

The Migratory Bird Treaty Act (MBTA; 16 U.S.C. § 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and listed at 50 Code of Federal Regulations (CFR) 10.13. The USFWS enforces the MBTA, which prohibits “by any means or in any manner, to pursue, hunt, take, capture, [or] kill” any migratory bird, or attempt such actions, except as permitted by regulation.

### Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA; 33 U.S.C. § 1251 et seq.), the Corps is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 CFR 328.3 (51 Federal Register [FR] 41217, November 13, 1986; 53 FR 20764, June 6, 1988) and further defined by the 2001 *Solid Waste Agency of Northern Cook County v. Army Corps of Engineers* (SWANCC; 531 U.S. 159) decision and the 2006 *Rapanos v. United States* (547 U.S. 715) decision. The Corps, with oversight from the U.S. Environmental Protection Agency (USEPA), has the principal authority to issue CWA Section 404 permits. The Corps would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the Corps. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A Water Quality Certification or waiver pursuant to Section 401 of the CWA (33 U.S.C. § 1341) is required for all Section 404 permitted actions. The RWQCB, a division of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide Water Quality Certification for licenses or permits that authorize an activity that may result in a discharge from a point source into a waters of the U.S. Water Quality Certification authorization "is limited to assuring that a discharge from a Federally licensed or permitted activity will comply with water quality requirements" (40 CFR 121.3).

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA (33 U.S.C. § 1342).

### State Regulations

#### California Environmental Quality Act

The California Environmental Quality Act (CEQA; California Public Resources Code § 21000 et seq.) was established in 1970 as California's counterpart to the National Environmental Policy Act (NEPA). CEQA requires state and local agencies to identify significant environmental impacts of their actions and to avoid or mitigate those impacts, where feasible.

CEQA applies to certain activities of state and local public agencies. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity, which must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

#### California Endangered Species Act and Natural Community Conservation Planning Act

The California Endangered Species Act of 1984 (CESA; California Fish and Game Code [CFGF] § 2050 et seq.), in combination with the California Native Plant Protection Act of 1977 (CFGF § 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. California also lists species of special concern

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based on limited distribution; declining populations; diminishing habitat; or unusual scientific, recreational, or educational value. The California Department of Fish and Wildlife (CDFW) is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed special-status species are addressed through the issuance of a 2081 permit (Memorandum of Understanding).

In 1991, the California Natural Community Conservation Planning (NCCP) Act (CFGF § 2800 et seq.) was approved and the NCCP Coastal Sage Scrub program was initiated in Southern California. The NCCP program was established “to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth.” The NCCP Act encourages preparation of plans that address habitat conservation and management on an ecosystem basis rather than one species or habitat at a time.

#### ***California Fish and Game Code Sections 1600-1602***

Pursuant to Division 2, Chapter 6, Section 1602 of the CFGF, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for “any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake” (CFGF § 1602). CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources (e.g., riparian or wetland areas not supported by a river, lake, or stream). CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and the applicant is the Lake or Streambed Alteration Agreement.

#### ***California Fish and Game Code Sections 3503, 3511, 3513, 3801, 4700, 5050, and 5515***

CDFW protects and manages fish, wildlife, and native plant resources within California. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the CFGF address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the CFGF.

#### ***Porter-Cologne Water Quality Control Act***

The Porter-Cologne Water Quality Control Act (California Water Code § 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The RWQCBs have primary responsibility for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 permit is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

## **Regional and Local Plans**

### ***Western Riverside MSHCP***

The Western Riverside County MSHCP is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.

Through agreements with the USFWS and CDFW, the MSHCP designates 146 special-status animal and plant species as Covered Species, of which the majority have no project-specific survey/conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

The Covered Species that are not yet adequately conserved have additional requirements for these species to ultimately be considered 'adequately conserved'. A number of these species have survey requirements based on a project's occurrence within a designated MSHCP survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animal species (burrowing owl, mammals, amphibians, and invertebrates) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, including least Bell's vireo, southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus*), and three species of fairy shrimp (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public (PQP) Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped, independent Cell has designated "criteria" for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the



Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

### 3 METHODS

On April 22 and May 12, 2021, RBC biologists surveyed the project site and conducted vegetation mapping, a general biological survey, and habitat assessments for special-status plant and wildlife species, including species associated with MSHCP survey areas and MSHCP-designated riparian/riverine and vernal pool habitats.

Additionally, RBC regulatory specialists conducted an initial jurisdictional assessment of the project site including a 100-foot buffer on April 22, 2021 and a formal aquatic resources delineation on June 3 and 7, 2021 to identify any areas that may be considered jurisdictional under the Corps pursuant to Section 404 of the CWA; the RWQCB pursuant to Section 401 of the CWA and the Porter-Cologne Water Quality Control Act; and the CDFW pursuant to Division 2, Chapter 6, Section 1600 – 1602 of the CFGC to comply with CEQA and MSHCP requirements. RBC regulatory specialists also assessed the project site for MSHCP-designated riparian/riverine and vernal pool habitats, as defined by Section 6.1.2 of the MSHCP, during the formal aquatic resources delineation.

#### 3.1 DATABASE SEARCH

Prior to conducting field surveys, existing information regarding biological resources present or potentially present within the project area was obtained through a review of pertinent literature and databases, including, but not limited to:

- CDFW California Natural Diversity Database (CNDDB; CDFW 2021a)
- California Native Plant Society (CNPS) Electronic Inventory (CNPS 2021)
- USFWS Special-status Species Database (USFWS 2021a)
- USFWS IPaC Database (USFWS 2021b)
- National Wetlands Inventory (NWI) Database (USFWS 2021c)
- Natural Resources Conservation Service (NRCS) Soils Survey Database (NRCS 2021)
- Regional Conservation Authority (RCA) MSHCP Information Map (RCA 2021a)
- USGS National Hydrography Dataset (NHD) (USGS 2020)

The CNDDB and USFWS database queries were conducted for the project site plus a 1-mile radius. The CNPS Electronic Inventory search was conducted for the USGS 7.5' El Casco quadrangle for an elevation range of approximately 2,400 to 2,600 feet above mean sea level (amsl). The potential for special-status species, including MSHCP covered species, to occur within the project site was refined by considering the habitat affinities of each species, field habitat assessments, vegetation mapping, and knowledge of local biological resources.

#### 3.2 RCA MSHCP INFORMATION MAP QUERY

The RCA MSHCP Information Map was used to compare the project footprint against any mapped survey or conservation areas as established in the MSHCP. These areas include Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Species Survey Areas (CASSA); Burrowing Owl, Mammals, Amphibians, and Invertebrate survey areas (MSHCP

Volume I, Section 6.3.2); and Cellgroups and Criteria Cells. Per compliance with the MSHCP, the project would require habitat assessments and/or focused surveys according to this query and compliance with additional project review processes as prescribed by Criteria Cells.

### 3.3 VEGETATION MAPPING AND GENERAL BIOLOGICAL SURVEYS

RBC biologists conducted vegetation mapping in the field to provide a baseline of the biological resources that occur or have the potential to occur within the project site on April 22, 2021 (Figure 2). RBC conducted vegetation mapping by walking throughout the project site and mapping vegetation communities on aerial photographs at a 1:2400 scale (1 inch = 200 feet).

The extent of each habitat type (delineated as a habitat polygon on the vegetation maps) was calculated using the ArcGIS Collector Geographic Information System (GIS). Habitats were classified based on the dominant and characteristic plant species in accordance with vegetation community classifications outlined in Holland's Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986) and consistent with MSHCP vegetation mapping classification.

RBC biologists conducted a general biological survey for plants and wildlife concurrently with vegetation mapping on April 22, 2021. Photos taken during the general biological survey are provided in Appendix A. Plant species encountered during the field survey were identified and recorded in field notebooks. Plant species that could not be identified were brought to the laboratory for identification using the dichotomous keys in the Jepson Manual (Baldwin et al. 2012) and following the taxonomic treatment of the Jepson Manual with input from the Western Riverside County Annotated Checklist (Roberts 2004). A complete list of the vascular plant species observed during all site visits to the project site is presented in Appendix B.

Wildlife species were documented during the field survey by sight, calls, tracks, scat, or other signs, and were recorded in field notebooks. Binoculars (10X42 magnification) were used to aid in the identification of wildlife. In addition to species observed during the surveys, RBC assessed the expected wildlife use of the project site based on known habitat preferences of local species and knowledge of their biogeographic distribution in the region. A complete list of wildlife species observed during all visits to the project site is presented in Appendix B; scientific and common names of wildlife follow CDFW's Special Animals List (CDFW 2021b).

### 3.4 SPECIAL-STATUS SPECIES SURVEYS

The locations of observed biological resources designated as special-status by the USFWS, CDFW, CNPS, and/or the MSHCP, were recorded in field notebooks, on aerial maps, and/or using the geographic information system (GIS) application ArcGIS Collector.

#### MARVIN'S ONION AND MANY-STEMMED DUDLEYA HABITAT ASSESSMENT & SURVEYS

The RCA MSHCP Information Map revealed that the project is located within a NEPSSA for Marvin's onion and many-stemmed dudleya (RCA 2021a). On April 22 and May 12, 2021 RBC qualified botanists assessed the suitability of habitat within the project site to support MSHCP Narrow Endemic species Marvin's onion and many-stemmed dudleya and surveyed the site for

each species. The project site was walked and assessed for the presence of suitable habitat and species. The surrounding 100-foot buffer was surveyed via binoculars for the potential to support special-status floral species.

#### **BURROWING OWL SURVEYS**

The RCA MSHCP Information Map revealed that the project is located within a MSHCP Burrowing Owl Survey Area (RCA 2021a). RBC assessed the project site for suitable burrowing owl habitat on April 22, 2021 in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions (RCA 2005). As a result, RBC conducted protocol burrowing owl surveys during the breeding season (March 1 to August 31). RBC biologists conducted four surveys between May 12, 2021 and July 6, 2021 (Appendix C). Surveys were not conducted during rain, dense fog, or when high winds were greater than 20 miles per hour.

RBC biologists walked transects spaced 7-20 meters (20-60 feet) apart through suitable burrowing owl habitat within the project site plus a 500-foot buffer. RBC biologists used binoculars (10x42) to scan the survey area for owls, active and potential burrows, and/or sign of owls. RBC examined all suitable burrows for sign, including feathers, pellets, excrement (e.g., scat and whitewash), and prey remains. RBC considered burrows to be active if a burrowing owl was observed at or near the entrance or if evidence of recent sign was present. Biologists documented all suitable burrows in ArcGIS Collector.

#### **LEAST BELL'S VIREO SURVEYS**

On April 22, 2021 RBC assessed the project site for species associated with riparian/riverine and vernal pool habitat as defined by Volume 1, Section 6.1.2 of the MSHCP; USFWS protocol-level surveys for least Bell's vireo were initiated on the same day following the observation of an individual least Bell's vireo male in the southwestern drainage. Based on this siting, protocol surveys for the species were conducted thereafter to determine the status of the species on-site (Appendix D). RBC conducted protocol surveys within suitable riparian habitat in the western portion of the project site, as well as a 500-foot buffer. Surveys were completed between April 22, 2021 and July 16, 2021. RBC conducted the surveys in accordance with the USFWS Least Bell's Vireo Survey Guidelines (USFWS 2001).

### **3.5 AQUATIC RESOURCES DELINEATION**

RBC conducted a formal aquatic resources delineation per the Corps, RWQCB, and CDFW regulations, guidelines, and protocols on June 3 and 7, 2021 to identify any areas that may be considered jurisdictional under the Corps pursuant to Section 404 of the CWA, the RWQCB pursuant to Section 401 of the CWA and the Porter-Cologne Water Quality Control Act, and the CDFW pursuant to Section 1602 of the CFGC (Appendix E).

Prior to the formal aquatic resources delineation, field maps were created using GIS and a color aerial photograph at a 1:150 scale. RBC also reviewed USGS NHD (USGS 2020) and topography data, USFWS NWI data (USFWS 2021c), and NRCS soils data (NRCS 2021; Appendix F) to further determine the potential locations of aquatic resources within the project site and the surrounding 100-foot buffer. RBC also utilized Google Earth Pro to assess current

and historic presence or absence of flows and/or ponding in the project site and buffer (Google Earth Pro 2021).

Staff evaluated all areas with depressions, drainage patterns, wetland vegetation, and/or riparian vegetation within the project site and buffer for potential jurisdictional status, with focus on the presence of defined channels and/or wetland vegetation, riparian vegetation, soils, and hydrology.

Lateral limits of potential non-wetland waters of the U.S. for the Corps and the RWQCB were identified using field indicators of an Ordinary High Water Mark (OHWM) as outlined in *A Field Guide to the Identification of the Ordinary High Water Mark in the Arid West Region of the Western United States* (Corps 2008a). Additionally, staff examined potential Corps and RWQCB jurisdictional wetland areas using the routine determination methods set forth in Part IV, Section D, Subsection 2 of the 1987 *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory 1987), the 2008 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0* (Corps 2008b), and The State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (SWRCB 2021).

CDFW potential jurisdictional boundaries were determined based on the presence of lake and/or streambed and riparian habitat or wetland areas supported by (i.e., adjacent or connected to) a lake or streambed, based on the definition of streambed as outlined at 14 California Code of Regulations (CCR) § 1.72 and in the 1987 *Rutherford v. State of California* decision (188 Cal. App. 3d 1268).

Complete methods are presented in the *Beaumont Summit Station Aquatic Resources Delineation Report* ([Beaumont Summit Station ARDR](#); RBC 2022a; Appendix E).

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## 4 RESULTS

### 4.1 PHYSICAL SETTING

The project site is composed of nine parcels that support several upland and wetland vegetation communities. On-site elevations range from approximately 2,400 to 2,600 feet amsl. Seven soil types occur on-site varying in percent slopes (Appendix F).

The flat areas of the project site are primarily dominated non-native grassland and developed habitats. The canyons and drainages within the project site are composed primarily of mulefat thickets and non-native riparian, with some occurrences of Riversidean sage scrub. Surrounding land uses include open space, agriculture, and residential development. The non-native grassland in the northern and southern portions of the project appear to be regularly disked.

### 4.2 VEGETATION COMMUNITIES AND LAND USES

The project site supports ten vegetation communities and other land covers, as classified in accordance with Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986) and consistent with the MSHCP vegetation mapping classification (Table 2). Vegetation within the project site is predominantly comprised of non-native grassland.

Table 2. Summary of Vegetation within the Beaumont Summit Station Project Site

Vegetation Community/Land Use	Project Site (acres)
<b>Upland</b>	
Chamise Chaparral	>0.01
Developed	48.70
Disturbed	1.50
Eucalyptus Woodland	0.12
Non-native Grassland	134.54
Riversidean Sage Scrub	0.24
Torrey's Scrub Oak Stands	1.10
<b>Riparian</b>	
Blue Elderberry Stands	0.30
Mulefat Scrub	2.14
Non-native Riparian	2.32
<b>Total</b>	<b>190.99<sup>1</sup></b>

<sup>1</sup> Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

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#### Upland Vegetation Communities

##### *Chamise Chaparral*

This chaparral vegetation community (>0.01 acre) is overwhelmingly dominated by chamise (*Adenostoma fasciculatum*). Within the project site, the chamise chaparral contains some

individuals of California buckwheat (*Eriogonum fasciculatum*) and it occurs along the northwestern project boundary. Chamise chaparral continues as patches within non-native grassland west of the project.

#### ***Developed***

Developed land (48.70 acres) within the project site does not support native vegetation and includes human-made structures. Within the project site, developed habitat includes the buildings and paved surfaces associated with the former agricultural operations.

#### ***Disturbed***

Disturbed land (1.50 acres) is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g. disturbed Riversidean sage scrub). Disturbed habitat is typically found in vacant lots, along roadsides, within construction staging areas, and in abandoned fields. The habitat is typically dominated by non-native annual species and perennial broadleaf species. Disturbed habitat on the project site occurs within the gravel driveways and staging areas that support the sparse growth of non-native grasses and forbaceous species. A few Mexican fan palms (*Washingtonia robusta*) also occur within the driveway near the eastern entrance to the project site off of Cherry Valley Boulevard.

#### ***Eucalyptus Woodland***

Eucalyptus woodland (*Eucalyptus* spp.) habitat (0.12 acre) ranges from single-species thickets with little or no shrubby understory to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus forms a dense stand with a closed canopy. Eucalyptus species produces a large amount of leaf and bark litter, the chemical and physical characteristics of which limit the ability of other species to grow in the understory, decreasing floristic diversity. A large stand of eucalyptus woodland occurs west of the project site towards I-10; the eastern extent of the large stand occurs along the western border of the project site.

#### ***Non-native Grassland***

The non-native grassland within the project site (134.54 acres) is dominated by ripgut grass (*Bromus diandrus*) but also contains occurrences of other non-native grass and forbaceous species such as red brome (*Bromus rubens*), Mediterranean barley (*Hordeum marinum*), and short-pod mustard (*Hirschfeldia incana*). Rigid fiddleneck (*Amsinckia menziesii*) was observed within the non-native grassland habitat growing out of the topographical depressions in the western portion of project site. The project site is frequently mowed and had been grazed in the past using cattle, keeping non-native grasses and ruderal species fairly low to the ground. Non-native grassland occurs throughout much of the project site.

#### ***Riversidean Sage Scrub***

Riversidean sage scrub (0.24 acre) is a form of coastal sage scrub found in Riverside County consisting of low, soft shrubs. The project site supports small patches of Riversidean sage scrub that are dominated by California sagebrush (*Artemisia californica*) and California

buckwheat and contain non-native grasses between shrubs. Riversidean sage scrub is found in the southwestern portion of the project site and off-site along the southern project boundary.

#### ***Torrey's Scrub Oak Stands***

Mature individuals of Torrey's scrub oak (*Quercus x acutidens*) form distinct stands (1.10 acres) occurring along the upper banks of canyons and drainages within the western portion of the project. Torrey's scrub oak is a small oak tree and on-site Torrey's scrub oak do not exceed 25 feet in height. Non-native grasses occur as the understory between individual trees. The stands of Torrey's scrub oak within the project site do not represent a specific vegetation community (e.g., scrub oak chaparral), but are a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat.

#### **Riparian Vegetation Communities**

##### ***Blue Elderberry Stands***

Individual stands of blue elderberry (*Sambucus nigra* ssp. *caerulea*) occur within the project site (0.30 acre). Blue elderberry is a tall woody shrub that can grow up to 25 feet tall. The blue elderberry trees within the project site do not represent a specific vegetation community, rather a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat. Blue elderberry is not a hydrophytic, or wetland-exclusive, plant species; it can be found growing in both upland and riparian habitats. However, this stand of trees is included in the riparian community discussion for the purposes of this analysis due to its location exclusively within the drainages in the project site.

##### ***Mulefat Scrub***

Mulefat scrub (2.14 acres) consists of mulefat (*Baccharis salicifolia*) as the dominant or co-dominant species within a continuous shrub canopy or thicket. A few isolated, individual willows (*Salix* spp.) also occur within the continuous mulefat scrub. The herbaceous layer is typically sparse. The mulefat scrub within the project site is approximately 10-15 feet in height and co-occurs with the blue elderberry stands and non-native riparian vegetation within the canyons and drainages in the southwest.

##### ***Non-native Riparian***

This habitat includes densely vegetated riparian thickets dominated by non-native, invasive species. Within the project site, non-native riparian habitat (2.32 acres) consists of a monotypic stands of tree of heaven (*Ailanthus altissima*), occurring within the drainages in the southwestern portion of the project. Tree of heaven are large trees with some individuals exceeding 30 feet in height. Virtually no understory occurs within the stands of tree of heaven that occur within the project site.

### **4.3 PLANTS AND WILDLIFE**

The project area supports a low diversity of vegetation communities and plant species diversity. A total of 29 plant species (46 percent native, 54 percent non-native) were observed during project biological surveys (Appendix B). A total of 43 bird species, one reptile species, two



mammal species, and one invertebrate species were observed or presumed present based on track and/or scat (Appendix B). Twilight/nighttime surveys were not conducted, therefore crepuscular and nocturnal animals are likely under-represented in the project species list; however, habitat assessments were performed for all special-status species to ensure that any potentially-present rare species are adequately addressed herein.

Special-status biological resources are those defined as follows:

- 1) Species that have been given special recognition by federal, state, or local conservation agencies and organizations due to limited, declining, or threatened/endangered population sizes;
- 2) Species and habitat types recognized by local and regional resource agencies as sensitive;
- 3) Habitat areas or vegetation communities that are unique, are of relatively limited distribution, or are of particular value to wildlife;
- 4) Wildlife corridors and habitat linkages; and/or
- 5) Biological resources that may or may not be considered sensitive, but are regulated under local, state, and/or federal laws.

For the purposes of this report, species are considered to have special-status if they meet one or more of the following criteria:

- Listed or considered for listing or proposed for listing under the ESA or CESA (CDFW 2021b; USFWS 2021a)
- Included on the CDFW Special Animals List (CDFW 2021a)
- CDFW Species of Special Concern (CDFW 2021a)
- CDFW Fully Protected Species (CDFW 2021a)
- Listed as having a California Rare Plant Rank (CRPR; formerly CNPS List, CNPS 2021)
- Western Riverside MSHCP Section 9.2 Covered Species List (RCA 2003)

#### 4.3.1 NARROW ENDEMIC AND FEDERALLY/STATE LISTED PLANT SPECIES

The project site occurs within the NEPSSA for Marvin's onion and many-stemmed dudleya, which are MSHCP narrow endemic plant species. A habitat assessment and focused survey for both Marvin's onion and many-stemmed dudleya was conducted on April 22, 2021 and a second focused survey was conducted on May 12, 2021. No suitable habitat for these species was observed within the project site and no occurrences of either species was observed. The potential for these plants to occur is further addressed in Table 3. No other MSHCP narrow endemic plant species were identified within or immediately adjacent to the project site or have the potential to occur within the project site.

No federally or state listed threatened or endangered plants were observed during general biological surveys and none have a moderate or high potential to occur on the project site

based on the lack of suitable habitats. Additionally, there are no records of federally or state listed species occurring within or immediately adjacent to the project site.

Table 3. Assessment of Narrow Endemic Plant Species Potential to Occur within the Project

Species	Status	Habitat Description	Potential to Occur
Many-stemmed dudleya ( <i>Dudleya multicaulis</i> )	WRC, CRPR 1B.2	Perennial herb. Blooms Apr-July. Coastal sage scrub, chaparral, valley grassland. Elevation 50-855 ft.	No potential to occur. Sage scrub habitat on-site is minimal, and the site occurs outside the species' elevation range. Additionally, species was not observed during surveys (RBC 2021).
Yucaipa onion ( <i>Allium marvinii</i> )	WRC, CRPR 1B.2	Perennial bulbiferous herb. Blooms Jan-July. Chaparral. 2,495-3,495 ft.	No potential to occur. No suitable chaparral habitat on-site and was not observed during surveys (RBC 2021).
California Rare Plant Rank (CRPR) 1B: rare, threatened, or endangered in California and elsewhere  CRPR Threat Ranks 0.1: Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat) 0.2: Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)  FE: Endangered Species Act (ESA) Federally Endangered Species FT: ESA Federally Threatened Species SE: California Endangered Species Act (CESA) State Endangered Species ST: CESA Federally Threatened Species SSC: California Species of Special Concern WRC: Western Riverside County MSHCP-covered species			

#### 4.3.2 NON-FEDERALLY/STATE LISTED SPECIAL-STATUS PLANT SPECIES

Other special-status plant species include those that are California Species of Special Concern (SSC) or are a CRPR List 1 or 2 (CNPS 2021). The CRPR system was created by the CNPS, which is a statewide resource conservation organization that has developed an inventory of California's sensitive plant species. The CRPR system is recognized by the CDFW and essentially serves as an early warning list of potential candidate species for threatened or endangered status. The CRPR system is categorized as outlined in Table 4.

No non-federally/state listed plant species have a moderate or high potential to occur on the project site based on the lack of suitable habitats. Non-federally/state-listed special-status plants with the potential to occur on site are provided in Table 5. Additionally, there are no records of non-federally or state listed special status species occurring within or immediately adjacent to the project site.

**Deleted:** California Native Plant Society (

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Table 4. California Rare Plant Rank (CRPR) Definitions

California Rare Plant Rank (CRPR)	1A	presumed extirpated in California and rare or extinct elsewhere
	1B	rare, threatened, or endangered in California and elsewhere
	2A	presumed extirpated in California but more common elsewhere
	2B	rare, threatened, or endangered in California but more common elsewhere
	3	plants for which more information needed
	4	plants of limited distribution
CRPR Threat Ranks	0.1	Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
	0.2	Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
	0.3	Not very threatened in California (<20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Table 5. Assessment of Special-Status Plant Species Potential to Occur within the Project

Species	Status	Habitat Description	Potential to Occur
Coulter's goldfields ( <i>Lasthenia glabrata</i> ssp. <i>coulteri</i> )	WRC, CRPR 1B.1	Annual herb. Blooms Feb-June. Marshes and swamps, playas, vernal pools. Elevation 5-4,005 ft.	No potential to occur. No suitable marsh or vernal pool habitat on-site.
Horn's milk-vetch ( <i>Astragalus hornii</i> var. <i>hornii</i> )	CRPR 1B.1	Annual herb. Blooms May-Oct. Alkali sink, wetland-riparian.	No potential to occur. No alkali sink habitat on-site.
Jaeger's milk-vetch ( <i>Astragalus pachypus</i> var. <i>jaegeri</i> )	WRC, CRPR 1B.1	Perennial shrub. Blooms Dec-June. Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Elevation 1,200-3,200 ft.	Low. Grassland habitat on-site is highly disturbed and scrub habitat is minimal.
Parry's spineflower ( <i>Chorizanthe parryi</i> var. <i>parryi</i> )	WRC, CRPR 1B.1	Annual herb. Blooms Apr-June. Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Elevation 900-4,005 ft.	Low. Grassland habitat on-site is highly disturbed and scrub habitat is minimal.

Species	Status	Habitat Description	Potential to Occur
San Bernardino aster ( <i>Symphyotrichum defoliatum</i> )	CRPR 1B.2	Perennial rhizomatous herb. Blooms July-Nov. Cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, meadows and seeps, valley and foothill grasslands. Elevation 5-6,695 ft.	Low. Grassland habitat on-site is highly disturbed and scrub habitat is minimal.
Smooth tarplant ( <i>Centromadia pungens</i> ssp. <i>laevis</i> )	WRC, CRPR 1B.1	Annual herb. Blooms Apr-Sep. Shadscale scrub, alkali sink, valley grassland. Elevation 330- 2,000 ft.	No potential to occur. Grassland habitat on-site is highly disturbed, and the site occurs outside the species elevation range.
Spiny-hair blazing star ( <i>Mentzelia tricuspidis</i> )	CRPR 2B.1	Annual herb. Blooms Mar-May. Creosote bush scrub.	No potential to occur. No creosote bush scrub on-site.
<p>California Rare Plant Rank (CRPR) 1B: rare, threatened, or endangered in California and elsewhere</p> <p>CRPR Threat Ranks 0.1: Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat) 0.2: Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)</p> <p>FE: Endangered Species Act (ESA) Federally Endangered Species FT: ESA Federally Threatened Species SE: California Endangered Species Act (CESA) State Endangered Species ST: CESA Federally Threatened Species SSC: California Species of Special Concern WRC: Western Riverside County MSHCP-covered species</p>			

#### 4.3.3 FEDERALLY/STATE LISTED WILDLIFE SPECIES

One federally and state endangered species, least bell's vireo (*Vireo bellii pusillus*), was detected during protocol-level surveys the project site; the results of the protocol least Bell's vireo are discussed below (Figure 2). No other federally or state listed wildlife species were documented on or adjacent to the site during the various biological surveys or are expected to occur based on the disturbed nature of the site and limited native habitat. CNDDDB and USFWS database results do not identify federally or state listed wildlife within or immediately adjacent to the project site. Historical occurrences of Stephens' kangaroo rat (*Dipodomys stephensi*), coastal California gnatcatcher (*Poliophtila californica californica*), southwestern willow flycatcher, southern rubber boa (*Charina umbratica*), and crotch bumble bee (*Bombus crotchii*) have been recorded within one to three miles of the project site (Figure 4A and 4B; CDFW 2021a, USFWS 2021a) but none of these species are expected on site due to the lack of suitable habitat (Table 6). No other federally or state listed species have potential to occur on the project site.

No USFWS designated critical habitat occurs within or immediately adjacent the project site, or within three miles of the project site (Figure 4B).

Table 6. Assessment of Federally/State Listed Wildlife Species Potential to Occur within the Project Site

Species	Status	Habitat Description	Potential to Occur
<b>INVERTEBRATES</b>			
Crotch bumble bee ( <i>Bombus crotchii</i> )	SCE	Arid shrublands and grasslands in coastal and foothill areas of southern California. Nectar plants include milkweeds, buckwheat, and lupines.	Low to moderate potential to occur. Suitable arid grassland and shrubland present on site; however nectar plants limited.
<b>REPTILES</b>			
Southern rubber boa ( <i>Charina umbratica</i> )	WRC, ST	Found in oak and conifer forests at elevations between 5,00 and 8,00 feet.	Low. Suitable habitat and elevations not present.
<b>BIRDS</b>			
Coastal California gnatcatcher ( <i>Poliophtila californica californica</i> )	WRC, FT, SSC	Found in sage scrub habitats, often on slopes. Nests in shrubs including sagebrush, buckwheat, and sage.	Low. Although Riversidean sage scrub is present on site, habitat is extremely limited and fragmented, and not of adequate size/quality to support this species.
Least Bell's vireo ( <i>Vireo bellii pusillus</i> )	WRC, FE (when nesting); SE (when nesting)	Riparian woodland with understory of dense young willows or mulefat and willow canopy. Nests often placed along internal or external edges of riparian thickets.	Individual male observed during early focused surveys during 2021 biological surveys (surveys 1 and 2 of 8 focused surveys). No females or nesting observed.
Southwestern willow flycatcher ( <i>Empidonax traillii extimus</i> )	WRC, FE, SE (when nesting)	Found in dense riparian woodlands and forests. Often nests on or near lakes, streams, and rivers.	Very low to no potential. Suitable dense riparian forest habitat not present.
Western yellow-billed cuckoo ( <i>Coccyzus americanus</i> )	WRC, FT, SE	Found in wooded riparian habitat with dense cover and water nearby, including woodlands with low, scrubby, vegetation, overgrown orchards, abandoned farmland, and dense thickets along streams and marshes. Nests in willows with deep understory foliage with nearby cottonwood forests for foraging.	Very low to no potential. Suitable dense riparian forest habitat not present.

Species	Status	Habitat Description	Potential to Occur
<b>MAMMALS</b>			
Stephens' kangaroo rat ( <i>Dipodomys stephensi</i> )	WRC, FE; ST	Habitats include annual grassland and coastal sage scrub with sparse shrub cover. Commonly in association with <i>Eriogonum fasciculatum</i> , <i>Artemisia californica</i> , and <i>Erodium cicutarium</i> , in areas with loose, friable, well-drained soil, and flat or gently rolling terrain.	Low potential to occur. Grassland habitat present; however, burrow consistent with this species not observed during 2021 biological surveys.
FE: Federally Endangered (FE) Species under the Endangered Species Act FT: Federally Threatened (FT) Species under the Endangered Species Act SE: State Endangered (SE) under the California Endangered Species Act SCE: State candidate for Endangered under the California Endangered Species Act ST: State Threatened (ST) under the California Endangered Species Act FP: California Department of Fish and Wildlife Fully Protected (FP) Species SSC: California Department of Fish and Wildlife Species of Special Concern (SSC) WL: California Department of Fish and Wildlife Watch List (WL) Species			

#### Least Bell's Vireo

Suitable habitat for least Bell's vireo within the project site is primarily composed of mulefat scrub and non-native riparian vegetation. An individual male least Bell's vireo was observed in mulefat scrub within a drainage in the southwestern portion of the site during the first two of eight focused surveys, on April 22 and May 6, 2021 (Figure 2). The individual was observed foraging and moving frequently along the mulefat canopy. The lack of observations following the first two least Bell's vireo surveys suggests that this bird was an early season migrant that did not establish a nesting territory within the project area. No female vireo or active nests were detected during protocol surveys. Complete results from the protocol least Bell's vireo survey are included as Appendix C.

Least bell's vireo is covered under the MSHCP as it is also associated with MSCHP riparian/riverine habitat.

#### 4.3.4 NON-FEDERALLY/STATE LISTED SPECIAL-STATUS WILDLIFE SPECIES

The non-federally/state listed special-status wildlife species observed on site during biological surveys include coastal whiptail (*Aspidoscelis tigris stejnegeri*), California horned lark (*Eremophila alpestris actia*), cooper's hawk (*Accipiter cooperii*), yellow warbler (*Setophaga petechia*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*); these species are also MSCHP-covered species. No other non-federally/state listed special-status wildlife species were observed during biological surveys. Wildlife species observed during the field survey are presented in Appendix B.

The non-federally/state listed special-status wildlife species with moderate to high potential to occur include orange-throated whiptail (*Aspidoscelis hyperythra*), southern California legless lizard (*Anniella stebbinsi*), burrowing owl (*Athene cunicularia*), loggerhead shrike (*Lanius*

*ludovicianus*), white-tailed kite (*Elanus leucurus*), and yellow-breasted chat (*Icteria virens*). All of these species are covered species under the MSHCP with the exception of southern California legless lizard. Special-status wildlife species with potential to occur on the project site are assessed in Table 7.

Table 7. Assessment of Special-Status Wildlife Species Potential to Occur within the Project Site

Species	Status	Habitat Description	Potential to Occur
<b>AMPHIBIANS</b>			
Western spadefoot ( <i>Spea hammondi</i> )	WRC, SSC	Temporary ponds, vernal pools, and backwaters of flowing creeks, as well as adjacent upland habitats such as grasslands and coastal sage scrub for burrowing.	Low to moderate potential to occur. Suitable riparian habitats and adjacent upland habitats are limited.
<b>REPTILES</b>			
Coastal whiptail ( <i>Aspidoscelis tigris stejnegeri</i> )	WRC, SSC	A variety of rocky, sandy, dry habitats including sage scrub, chaparral, woodlands on friable loose soil.	Present. Observed during 2021 biological surveys.
Coast horned lizard ( <i>Phrynosoma blainvillii</i> )	WRC, SSC	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub. Requires open areas, bushes, and fine loose soil.	Low potential to occur. Suitable habitats are not present on site; and species is more common near the coast.
Orange-throated whiptail ( <i>Aspidoscelis hyperythra</i> )	WRC, WL	A variety of habitats including sage scrub, chaparral, and coniferous and broadleaf woodlands. Found on sandy or friable soils with open scrub.	Moderate potential to occur. Suitable scrub and woodland habitats present.
Southern California legless lizard ( <i>Anniella stebbinsi</i> )	SSC	A variety of habitats including scrublands, woodlands, and sandy washes. This species requires moisture near the ground surface and is often found under plant litter or debris.	Moderate potential to occur. Suitable woodland and sandy wash habitat present on site.

Species	Status	Habitat Description	Potential to Occur
<b>BIRDS</b>			
Burrowing owl ( <i>Athene cunicularia</i> )	WRC, SSC (at burrowing sites & some wintering sites)	Found in grasslands and open scrub from the coast to foothills. Strongly associated with California ground squirrel ( <i>Otospermophilus beecheyi</i> ) and other fossorial mammal burrows.	Not present. Species not observed during focused 2021 surveys, however suitable grasslands and open scrub habitat with ground squirrel burrows present on site.
California horned lark ( <i>Eremophila alpestris actia</i> )	WRC, WL	Found from coastal deserts and grasslands to alpine dwarf-shrub habitat above treeline. Also seen in coniferous or chaparral habitats.	Present. Species observed on site during 2021 biological surveys.
Cooper's hawk ( <i>Accipiter cooperii</i> )	WRC, WL (when nesting)	Usually in oak woodlands but occasionally in willow or eucalyptus woodlands.	Present. Species observed on site during 2021 biological surveys.
Golden eagle ( <i>Aquila chrysaetos</i> )	WRC, FP, WL (when nesting and wintering)	Found in arid scrublands and grasslands. Requires cliffs to nest.	Low. Suitable cliff habitat required to nest or roost is not present on site or immediately adjacent.
Loggerhead shrike ( <i>Lanius ludovicianus</i> )	WRC, SSC (when nesting)	Found within grassland, chaparral, desert, and desert edge scrub, particularly near dense vegetation used for nesting.	Moderate potential to occur. Suitable foraging habitat is present on site.
Purple martin ( <i>Progne subis</i> )	WRC, SSC (when nesting)	Found in forests and woodlands and desert areas. Requires nesting cavities.	Low potential to occur.
Southern California rufous-crowned sparrow ( <i>Aimophila ruficeps canescens</i> )	WRC, WL	Found in arid, moderate to steep rocky terrain with scattered shrub and grass cover.	Low potential to occur. Suitable steep rocky terrain not present.
White-tailed kite ( <i>Elanus leucurus</i> )	WRC, FP (when nesting)	Found in a variety of habitats including grasslands, marshes, and rangelands. Nests in large trees.	Moderate potential to occur. Suitable open grassland habitat with suitable nesting trees present on site.
Yellow warbler ( <i>Setophaga petechia</i> )	WRC, SSC (when nesting)	Nests in riparian habitats and bordering habitats often containing willows, cottonwoods, and sycamore trees.	Present. Species observed on site during 2021 biological surveys.



Species	Status	Habitat Description	Potential to Occur
Yellow-breasted chat ( <i>Icteria virens</i> )	WRC, SSC (when nesting)	Nests in dense riparian habitats and adjacent habitats often containing mulefat and willows.	Moderate potential to occur. Suitable mulefat scrub habitat present on site.
<b>MAMMALS</b>			
Los Angeles pocket mouse ( <i>Perognathus longimembris brevinasus</i> )	WRC, SSC	Found in low elevation grassland, alluvial sage scrub, and coastal sage scrub. Requires friable soils for burrowing.	Low potential to occur. Alluvial sage scrub not present; however, grassland and Riversidean sage scrub habitat present. Sign was not observed during 2021 project biological surveys.
Northwestern San Diego pocket mouse ( <i>Chaetodipus fallax fallax</i> )	WRC, SSC	Found in desert scrub and rocky areas with sandy soils suitable for burrowing. Forages on seeds of forbs, grasses, and shrubs.	Low potential to occur. Desert scrub and rocky habitat not present on site.
San Diego black-tailed jackrabbit ( <i>Lepus californicus bennettii</i> )	WRC, SSC	Habitats include early stages of chaparral, open coastal sage scrub, and grasslands near the edges of brush. Uses open land but requires some shrubs for cover.	Present. Species observed on site during 2021 biological surveys.
Southern grasshopper mouse ( <i>Onychomys torridus ramona</i> )	SSC	Occurs primarily in desert scrub habitats. Habitats with low open and semi-open scrubs habitats including coastal sage scrub, mixed chaparral, low sagebrush, riparian scrub, and annual grassland with scattered shrubs, are less frequently inhabited by this species.	Low potential to occur. Although grassland and scrub habitats are present on site, suitable desert habitat with friable soils are lacking.
FE: Federally Endangered (FE) Species under the Endangered Species Act FT: Federally Threatened (FT) Species under the Endangered Species Act SE: State Endangered (SE) under the California Endangered Species Act SCE: State candidate for Endangered under the California Endangered Species Act ST: State Threatened (ST) under the California Endangered Species Act FP: California Department of Fish and Wildlife Fully Protected (FP) Species SSC: California Department of Fish and Wildlife Species of Special Concern (SSC) WL: California Department of Fish and Wildlife Watch List (WL) Species			

#### **Burrowing Owl**

The RCA MSHCP Information Map revealed that the project is located within the MSHCP Burrowing Owl Survey Area. Suitable burrowing owl habitat can be found in annual and perennial grasslands, deserts, and scrublands characterized by low-growing vegetation (Zarn 1974). Suitable burrowing owl habitat may also include trees and shrubs if the canopy covers

less than 30 percent of the ground surface. Burrows are the essential component of burrowing owl habitat; both natural and artificial burrows provide protection, shelter, and nests for burrowing owl (Henny and Blus 1981). Burrowing owl typically use burrows made by rodents, such as ground squirrels or badgers, but may also use human-made structures, such as concrete culverts; concrete, asphalt, or wood debris piles; or openings beneath concrete or asphalt pavement.

Suitable habitat for burrowing owl was observed within the project site. California ground squirrels (*Otospermophilus beecheyi*), colonial burrows and burrows of a suitable size to support burrowing owl were observed throughout the non-native grassland within the project site. Therefore, protocol burrowing owl surveys were conducted during the breeding season (March 1 to August 31) in accordance with the MSHCP. California ground squirrels were active during all surveys, although increased activity was observed along the southern portion of the project site. Although the project site has moderate potential to support burrowing owl, no burrowing owl(s) or burrowing owl sign were observed on site during the protocol surveys. The results of the protocol burrowing owl surveys are included as Appendix D.

#### 4.4 JURISDICTIONAL AQUATIC RESOURCES

Potential Corps-, RWQCB-, and CDFW-jurisdictional resources (Non-Wetland Water [NWW]-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1) occur on site (Figures 3A to 3C; Appendix E).

The project site supports approximately 0.78 acre (7,026 linear feet) of potential non-wetland waters of the U.S., jurisdictional by the Corps (Table 8, Figure 3A) and approximately 7.51 acres (7,026 linear feet) of vegetated streambed and 0.97 acre of riparian habitat jurisdictional by the CDFW (Table 9, Figure 3B). Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project (Santa Ana RWQCB 2022), the RWQCB has asserted jurisdiction beyond the limits of the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat). As such, the project site supports approximately 7.51 acres (7,026 linear feet) of potential non-wetland waters of the State and 0.97 acre of associated riparian habitat jurisdictional by the RWQCB (Table 10, Figure 3C). Further details are presented in the Beaumont Summit Station ARDR (RBC 2022a; Appendix E).

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Table 8. Aquatic Resource Summary Table: Corps

Aquatic Resource Name	Cowardin Code	Active Channel Width Range (Feet)	Presence of OHWM/ Wetland	Dominant Vegetation <sup>1</sup>	Location (lat, long)	Acre(s)	Linear Feet
NWW-1	R6	4 – 6	Yes/No	Non-native Grassland	33.965908, -117.025153	0.01	71
NWW-1A	R6	6 – 6	Yes/No	Non-native Grassland	33.966006, -117.025084	0.01	73
NWW-2	R6	3 – 4	Yes/No	Non-native Grassland	33.964929, -117.023925	0.08	905

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Aquatic Resource Name	Cowardin Code	Active Channel Width Range (Feet)	Presence of OHWM/ Wetland	Dominant Vegetation <sup>1</sup>	Location (lat, long)	Acre(s)	Linear Feet
NWW-2A	R6	1 – 2	Yes/No	Mulefat Scrub	33.964977, -117.022656	<0.01	168
NWW-2B	R6	3 – 3	Yes/No	Non-native Grassland	33.965185, -117.022994	0.01	175
NWW-2C	R6	3 – 3	Yes/No	Non-native Grassland	33.964845, -117.023224	0.01	109
NWW-3	R6	4 – 8	Yes/No	Non-native Grassland	33.962391, -117.021747	0.37	2,553
NWW-3A	R6	3 – 6	Yes/No	Non-native Grassland	33.962760, -117.018132	0.15	1,290
NWW-3B	R6	4 – 4	Yes/No	Mulefat Scrub	33.963540, -117.022834	0.12	1,273
NWW-3B1	R6	1 – 4	Yes/No	Non-native Grassland	33.964055, -117.021934	0.03	409
Total <sup>2</sup>						0.78	7,026

<sup>1</sup> See Figure 2 for all vegetation communities present within each aquatic resource.

<sup>2</sup> Acres and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

Table 9. Aquatic Resource Summary Table: CDFW

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range <sup>1</sup> (Feet)	Location (lat, long)	Acre(s)	Linear Feet <sup>2</sup>
NWW-1	Vegetated Streambed	Non-native Grassland	9 – 21	33.965912, -117.025153	0.02	71
NWW-1A	Vegetated Streambed	Non-native Grassland	8 – 30	33.966014, -117.025085	0.03	73
NWW-2	Vegetated Streambed	Non-native Grassland	15 – 60	33.964951, -117.023674	0.63	905
		Torrey's Scrub Oak		33.964834, -117.024985	0.08	
NWW-2A	Vegetated Streambed	Mulefat Scrub	1 – 2	33.964970, -117.022752	<0.01	168
		Non-native Grassland		33.965173, -117.023011	<0.01	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.964966, -117.022542	0.03	–
NWW-2B	Vegetated Streambed	Non-native Grassland	9 – 49	33.964825, -117.023223	0.08	175
NWW-2C	Vegetated Streambed	Non-native Grassland	20 – 47	33.962269, -117.020283	0.07	109

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BEAUMONT SUMMIT STATION PROJECT BIOLOGICAL RESOURCES AND MSHCP CONSISTENCY REPORT

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range <sup>1</sup> (Feet)	Location (lat, long)	Acre(s)	Linear Feet <sup>2</sup>
NWW-3	Vegetated Streambed	Non-native Grassland	12 – 140	<del>33.962377, -117.022101</del>	2.35	
		Mulefat Scrub		<del>33.962547, -117.021943</del>	0.88	
		Eucalyptus Woodland		<del>33.963045, -117.023804</del>	<0.01	2,553
		Non-native Riparian		<del>33.961260, -117.018464</del>	1.02	
		Blue Elderberry Stands		<del>33.963695, -117.025272</del>	0.11	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	<del>33.962322, -117.022037</del>	0.03	
		Non-native Riparian		<del>33.962170, -117.020330</del>	0.65	–
		Blue Elderberry		<del>33.961528, -117.018718</del>	0.04	
NWW-3A	Vegetated Streambed	Non-native Grassland	6 – 65	<del>33.963610, -117.020925</del>	0.87	1,290
		Blue Elderberry		<del>33.962783, -117.018163</del>	0.14	
	Riparian Habitat <sup>3</sup>	Blue Elderberry	N/A	<del>33.962425, -117.019001</del>	0.01	–
NWW-3B	Vegetated Streambed	Non-native Grassland	20 – 70	<del>33.963566, -117.022903</del>	0.36	
		Mulefat Scrub		<del>33.963562, -117.023254</del>	0.61	1,273
		Riversidean Sage Scrub		<del>33.963522, -117.022922</del>	0.07	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	<del>33.963617, -117.022422</del>	0.21	–
NWW-3B1	Vegetated Streambed	Non-native Grassland	5 – 30	<del>33.964098, -117.021923</del>	0.18	409
Total <sup>4</sup>					8.48	7,026

<sup>1</sup>Corresponds with the approximate stream bank widths observed during delineation. Width range accounts for entirety of streambed delineated, not individual vegetation communities.

<sup>2</sup>Linear feet not calculated for individual aquatic resource type and vegetation community (including riparian habitat that occurs outside of delineated streambed) to avoid redundant linear foot calculation where such areas overlap.

<sup>3</sup>Occurs outside of delineated streambed.

<sup>4</sup>Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

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Table 10. Aquatic Resource Summary Table: RWQCB

Aquatic Resource Name	Aquatic Resource Type <sup>1</sup>	Cowardin Code	Active Channel Width Range (Feet) <sup>2</sup>	Presence of OHWM/ Wetland	Dominant Vegetation <sup>3</sup>	Location (lat, long)	Acre(s)	Linear Feet <sup>4</sup>
NWW-1	Non-Wetland Water	R6	9 – 21	Yes/No	Non-native Grassland	33.965911, -117.025160	0.02	71
NWW-1A	Non-Wetland Water	R6	8 – 30	Yes/No	Non-native Grassland	33.966014, -117.025085	0.03	73
NWW-2	Non-Wetland Water	R6	15 – 60	Yes/No	Non-native Grassland	33.964934, -117.023860	0.71	905
NWW-2A	Non-Wetland Water	R6	1 – 2	Yes/No	Mulefat Scrub	33.964970, -117.022609	<0.01	168
	Riparian Habitat <sup>5</sup>	RP	N/A	None	Mulefat Scrub	33.964966, -117.022542	0.03	=
NWW-2B	Non-Wetland Water	R6	9 – 49	Yes/No	Non-native Grassland	33.965173, -117.023011	0.09	175
NWW-2C	Non-Wetland Water	R6	20 – 47	Yes/No	Non-native Grassland	33.964825, -117.023223	0.07	109
NWW-3	Non-Wetland Water	R6	12 – 140	Yes/No	Non-native Grassland	33.962631, -117.022409	4.36	2,553
	Riparian Habitat <sup>5</sup>	RP	N/A	None	Non-native Riparian	33.962302, -117.021813 <sup>6</sup>	0.72	=
NWW-3A	Non-Wetland Water	R6	6 – 65	Yes/No	Non-native Grassland	33.962732, -117.018281	1.01	1,290
	Riparian Habitat <sup>5</sup>	RP	N/A	None	Blue Elderberry	33.962362, -117.019172	0.01	=
NWW-3B	Non-Wetland Water	R6	20 – 70	Yes/No	Mulefat Scrub	33.963595, -117.022740	1.04	1,273
	Riparian Habitat <sup>5</sup>	RP	N/A	None	Mulefat Scrub	33.963610, -117.020925	0.21	=
NWW-3B1	Non-Wetland Water	R6	5 – 30	Yes/No	Non-native Grassland	33.964098, -117.021923	0.18	409
Total <sup>7</sup>							8.48	7,026

<sup>1</sup> Based on comments provided by the Santa Ana RWQCB, the RWQCB has asserted jurisdiction beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat).

<sup>2</sup> Based on comments provided by the Santa Ana RWQCB, the widths of RWQCB-jurisdictional non-wetland waters correspond with the approximate CDFW stream bank widths observed during delineation (i.e., to the top of the channel banks).

<sup>3</sup> See Figure 2 for all vegetation communities present within each aquatic resource.

<sup>4</sup> Linear feet not calculated for riparian habitat that occurs outside of non-wetland waters to avoid redundant linear foot calculations where such areas overlap.

<sup>5</sup> Based on comments provided by the Santa Ana RWQCB, RWQCB jurisdiction extends beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of channel banks and associated riparian habitat). This riparian habitat occurs outside of the delineated non-wetland water (i.e., the top of channel banks).

<sup>6</sup> Representative coordinates of riparian habitat associated with NWW-3. See Figure 3C for all riparian habitat associated with NWW-3.

<sup>7</sup> Acres and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

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The project site supports five swales (Swale [S-] 1 through S-5) that are not expected to be jurisdictional by the Corps, RWQCB, or CDFW since they did not display an observable OHWM, bed and bank, or other evidence of conveying regular flows on site. The project site also supports five basins (Basin [B-] 1 through B-5) that are not expected to be jurisdictional by the Corps, RWQCB, or CDFW since they did not display an observable OHWM or bed and bank and did not meet the appropriate wetland parameters, and instead displayed cracked soils and some concavity within the otherwise flat landscape indicative of a basin. The project site supports eight severely incised erosional features (Erosional Feature [EF-] 1 through EF-8) that are not expected to be jurisdictional by the Corps, RWQCB, or CDFW since they did not display an observable OHWM or defined bed and bank and do not convey flows downstream. The project site also supports one abandoned ditch (Ditch [D-] 1) that is not expected to be jurisdictional by the Corps, RWQCB, or CDFW since it displayed a break in bank slope but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators.

Complete results are presented under separate cover in the [Beaumont Summit Station ARDR \(RBC 2022a; Appendix E\)](#).

#### 4.5 MSHCP RIPARIAN/RIVERINE AREAS AND VERNAL POOLS

The project site supports several drainages and riparian areas that meet the MSHCP definition of riparian/riverine [areas](#); the project site does not support areas that meet the MSHCP definition of a vernal pool.

The on-site drainages and associated tributaries (NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1; Figure 3B), further described as potentially CDFW-jurisdictional resources above in Section 4.4, meet the MSHCP definition of riparian/riverine [areas](#) as they contain freshwater flow during “a portion of the year,” specifically after rain events (RCA 2003). Based on the field observations in April and June 2021, the on-site drainages and associated tributaries are expected to convey ephemeral flows (i.e., only in direct response to precipitation). NWW-3 also receives runoff from development south of the review area that is collected and conveyed on site through a culverted storm drain outlet. Note that previously, the on-site drainages and associated tributaries also received runoff from the former on-site agricultural operations (poultry and livestock farm). Based on field observations and a review of Google Earth aerial imagery, USGS NHD data, and USFWS NWI data, flows from NWW-1, NWW-2, and NWW-3 likely continue off site and downstream, flowing into a feature mapped by the USGS NHD as an ephemeral stream that continues for approximately 4 miles until transitioning to an unnamed tributary for approximately 7.5 miles, then connecting with the San Timoteo Wash. The San Timoteo Wash then continues for approximately 6.6 miles before outletting into the Santa Ana River, which ultimately discharges into the Pacific Ocean (USGS 2020).

Additionally, NWW-2A, NWW-3, NWW-3A, and NWW-3B support riparian habitat dominated by trees or shrubs “which occur close to or which depend upon soil moisture from a nearby fresh water source” (MSHCP 2003). Specifically, NWW-2A, NWW-3, and NWW-3B support mulefat scrub; NWW-3 supports non-native riparian habitat that is dominated by the invasive tree-of-

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heaven; and NWW-3 and NWW-3A support blue elderberry stands (Figure 3B). Therefore, the features which are described as CDFW-jurisdictional riparian habitat meet the definition of MSHCP riparian habitat. Additionally, the mulefat scrub within and adjacent to NWW-3 and NWW-3B provide suitable habitat for least Bell's vireo, an MSHCP riparian/riverine wildlife species.

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The area of non-native riparian habitat located south of and not adjacent to NWW-3 (0.67 acre) and the small areas of mulefat scrub located south and east of and not adjacent to NWW-3B (0.38 acre) (Figure 5), do not receive "freshwater flow during all or a portion of the year" as they are not located within or directly adjacent to a drainage (RCA 2003). Additionally, these areas are dominated by tree-of-heaven (Facultative Upland [FACU]) and mulefat (Facultative [FAC]), respectively, which are not trees or shrubs that "depend upon soil moisture from a nearby fresh water source" (RCA 2003). Therefore, these areas do not fit the MSHCP definition of a riparian/riverine area.

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S-1 through S-5, EF-1 through EF-8, D-1, and B1 through B-5, further described above in Section 4.5, do not meet the MSHCP definition of a riparian/riverine area, as they did not appear to convey or receive flows, and therefore do not receive "freshwater flow during all or a portion of the year" (RCA 2003). Additionally, they are dominated by non-native grassland vegetation and do not "contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source" (RCA 2003).

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No areas within the project site meet the MSHCP definition of a vernal pool. Although B-1 through B-5 are located within concave areas dominated by non-native grassland vegetation during the drier portion of the growing season, obligate hydrophytes and facultative wetland plant species do not dominate these basins during the wet season based on field surveys, the known history of the project site, and a review of historic aerial imagery. Specifically, no obligate hydrophytes were observed within the basins during the April 22, 2021 field survey. Although a few mulefat (FAC) and tree tobacco (*Nicotiana glauca*; FAC) were observed within several of the basins, the vegetation was dominated by non-native grasses. Additionally, sometime between 1976 and 1996, a former poultry farm began developing B-1 through B-5 for use as settling basins to hold manure from chickens, pigs, and cattle, a use that would not support establishment of vernal pools. Based on the USDA NRCS, the basins are dominated by Ramona sandy loam, 5 to 8 percent slopes, eroded; terrace escarpments; and Ramona sandy loam, 2 to 5 percent slopes, eroded (Appendix F), soils that are not indicative of a vernal pool. RBC sampled soils within B-4 within an area exhibiting cracked soils and no hydric soil parameters (Appendix F) during the formal aquatic resources delineation on June 7, 2021, which was representative of the conditions within B-1, B-2, B-3, and B-5.

Additional details regarding the conditions on site are provided in the [Beaumont Summit Station ARDR](#) (RBC 2022a; Appendix E).

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## 5 IMPACTS

**Direct impacts** are caused by the project and occur at the same time and place as the project. Any alteration, disturbance, or destruction of biological resources that would result from project-related activities is considered a direct impact. Direct impacts would include direct losses to native habitats, potential jurisdictional waters, wetlands, and special-status species; and diverting natural surface water flows. Direct impacts on wildlife could include injury, death, and/or harassment of listed and/or special-status species. Direct impacts could also include the destruction of habitats necessary for species breeding, feeding, or sheltering. Direct impacts on plants can include crushing of adult plants, bulbs, or seeds.

**Indirect impacts** can result from project-related activities where biological resources are affected in a manner that is not direct. Indirect impacts may occur later in time or at a place that is farther removed in distance from the project than direct impacts, but indirect impacts are still reasonably foreseeable and attributable to project-related activities. Examples include habitat fragmentation; elevated noise, dust, and lighting levels; changes in hydrology, runoff, and sedimentation; decreased water quality; soil compaction; increased human activity; and the introduction of invasive wildlife (domestic cats and dogs) and plants (weeds).

**Cumulative impacts** refer to incremental individual environmental effects of two or more projects when considered together. Such impacts taken individually may be minor but are collectively significant in light of regional impacts.

CEQA Guidelines Form J thresholds of significance have been used to determine whether project implementation would result in a significant direct, indirect, and/or cumulative impact. These thresholds are based on Appendix G of the state CEQA Guidelines (CCR Title 14, Division 6, Chapter 3, Sections 15000–15387). A significant biological resources impact would occur if the project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFW or USFWS;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy, or ordinance;
- Conflict with the provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan.



## 5.1 IMPACTS ON NATIVE VEGETATION

The proposed project will primarily result in permanent impacts on upland vegetation communities and land uses, including 103.80 acres of non-native grassland and 48.37 acres of developed land (Figure 5, Table 11). Additional habitats will be directly affected by the project and include impacts on >0.01 acre of chamise chaparral, 1.50 acres of disturbed land, 0.10 acre of eucalyptus woodland, 1.14 acres of mulefat scrub, 0.23 acre of Riversidean sage scrub, and 1.09 acres of Torrey's scrub oak stands. Chamise chaparral and Riversidean sage scrub are native communities that are common, widespread, and abundant in the state. Mulefat scrub is not considered a sensitive vegetation community by CDFW; however, this habitat is part of jurisdictional resources on-site and is protected as outlined in section 5.7 below. Torrey's scrub oak is not identified by state or federal agencies as a sensitive species or habitat; however, because this vegetation is mapped unusually due to its monocultural characteristics, it is being treated as scrub oak chaparral for the purposes of this impact analysis.

Eucalyptus woodland and non-native grassland are common naturalized vegetation communities. Additionally, disturbed habitat will be impacted; this land cover type provides minimal biological value. The developed habitat provides minimal-to-no biological value.

Table 11. Beaumont Summit Station Project Site Vegetation Communities/Land Use Impacts

Vegetation Community/Land Use	Project Site Impacts (acres)
<b>Upland</b>	
Chamise Chaparral	>0.01
Developed	48.37
Disturbed	1.50
Eucalyptus Woodland	0.10
Non-native Grassland	103.80
Riversidean Sage Scrub	0.23
Torrey's Scrub Oak Stands	1.09
<b>Riparian</b>	
Mulefat Scrub	1.14
<b>Total</b>	<b>156.23<sup>1</sup></b>

<sup>1</sup>Acres summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

Although impacts on native vegetation communities will occur with project implementation, such impacts can be offset through payment of MSHCP Local Development Mitigation Fees (Section 6.1) that would be used to acquire and maintain high-quality habitat within the MSHCP Reserve. With payment of such fees, impacts on native vegetation communities would be less than significant.

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## **5.2 IMPACTS ON MSHCP NARROW ENDEMIC OR FEDERALLY/STATE LISTED PLANT SPECIES**

The proposed project will not impact federally and/or state listed or MSHCP Narrow Endemic Plant species as none are present or have moderate to high potential to occur within the project site.

## **5.3 IMPACTS ON NON-LISTED SPECIAL-STATUS PLANT SPECIES**

The proposed project will not impact special-status plants as none are present or have a moderate to high potential to occur within the project site.

## **5.4 IMPACTS ON FEDERALLY/STATE LISTED WILDLIFE SPECIES**

An individual male Least Bell's vireo was detected within the mulefat scrub in the western portion of the project site during early protocol-level surveys (i.e., surveys one and two of eight protocol surveys). However, least Bell's vireo was not detected during the remaining protocol-level surveys (Appendix C). This species still has moderate to high potential to occur within the project due to the presence of suitable habitat. This project would result in the removal of suitable mulefat scrub habitat (2.14 acres) which could result in significant impacts to least Bell's vireo. Additionally, suitable mulefat scrub and non-native riparian habitat occurs south of to the grading footprint (Figure 5). Project specific measure MM-3 details the strategy to avoid vegetation removal during the bird breeding season. With the implementation of this measure, impacts to least Bell's vireo would be less than significant.

The proposed project will not impact any other federally and/or state listed wildlife species as no other species are present or have potential to occur on site.

## **5.5 IMPACTS ON NON-LISTED SPECIAL-STATUS WILDLIFE SPECIES**

The non-listed special status wildlife species detected on-site during all biological surveys includes coastal whiptail, California horned lark, cooper's hawk, yellow warbler, and San Diego black-tailed jackrabbit. The project also has moderate to high potential to support orange-throated whiptail, loggerhead shrike, white-tailed kite, and yellow-breasted chat. The project would result in habitat loss for each of this species. However, these species are considered adequately covered under the MSHCP and with payment of MSHCP Local Development Mitigation Fees (Section 6.1) to mitigate impacts on native vegetation, impacts on these species would be considered less than significant.

Southern California legless lizard is a California Species of Special concern that has moderate potential to occur within the project due to the presence of suitable habitat and is not covered under the MSHCP. A majority of the moderately suitable habitat for southern California legless lizard within the project site occurs within the drainage south of the grading footprint, which will be avoided during construction of the proposed project. However, the proposed project would result in removal of some suitable habitat within the smaller drainages in the northeast portion of the site, which would be adverse. Payment of MSHCP Local Development Mitigation Fees (Section 6.1) provides habitat-based mitigation within the plan area for all wildlife and plant species, including MSHCP-covered species and Species of Special Concern, impacted due to

the loss of suitable habitat from covered projects. As such, loss of habitat for Species of Special Concern will be offset through this habitat-based mitigation under the MSHCP such that the loss of habitat resulting from the proposed project would not constitute significant impacts. These species are considered adequately covered under the MSHCP; habitat-based impacts on non-listed special-status wildlife species would be less than significant, conditional upon satisfaction of previous mitigation requirements.

Although not detected during protocol surveys, the project site has moderate potential to support burrowing owl which is a California Species of Special Concern (Appendix D). To avoid impacts on burrowing owl, a pre-construction survey will be required pursuant to the MSHCP. Through compliance with the MSHCP guidelines and MM-1 (Section 6.2), impacts on burrowing owls would be less than significant.

## 5.6 IMPACTS ON NESTING BIRDS

The proposed project has the potential to impact active bird nests if vegetation is removed or ground disturbing activities are initiated during the nesting season (February 1 to August 31). All habitat and land cover within the project site has the potential to support nesting birds. The tree and shrub communities have the potential to support a variety of sensitive and non-sensitive avian species. The non-native grassland and disturbed habitats have the potential to support ground nesting species, such as western meadowlark (*Stumella neglecta*) and California horned lark. Even the developed portions of the project still have the potential to support non-sensitive species such as house finch (*Haemorrhous mexicanus*). Impacts on nesting birds are prohibited by the MBTA and California Fish and Game Code. Project-specific measure MM-2 which will avoid project impacts on nesting birds is identified in Section 6.3 of this report. With the implementation of this measure, impacts on nesting birds would be less than significant.

## 5.7 IMPACTS ON JURISDICTIONAL AQUATIC RESOURCES

Based upon the results of the [Beaumont Summit Station ARDR](#) (RBC 2022a; Appendix E), the proposed project would permanently impact approximately 0.25 acre (3,072 linear feet) of non-wetland waters of the U.S., jurisdictional by the Corps (Table 12; Figure 5), and 2.17 acres (3,072 linear feet) of vegetated streambed and 0.24 acre of associated riparian habitat jurisdictional by the CDFW (Table 13; Figure 5). [Additionally, based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project \(Santa Ana RWQCB 2022\), the proposed project would permanently impact approximately 2.17 acres \(3,072 linear feet\) of non-wetland waters of the State and 0.24 acre of associated riparian habitat jurisdictional by the RWQCB \(Table 14; Figure 5\).](#)

Permitting through the Corps, RWQCB, and CDFW would be required for impacts on non-wetland waters of the U.S. jurisdictional by the Corps, non-wetland waters of the State jurisdictional by the RWQCB, and vegetated streambed and associated riparian habitat jurisdictional by the CDFW. The project applicant will be responsible for acquiring the necessary authorizations required by the regulatory agencies and associated compensatory mitigation requirements, if applicable.

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Table 12. Potential Corps Aquatic Resource Impacts

Aquatic Resource Name	Project Site Impacts (acres) <sup>1</sup>	Project Site Impacts (linear feet) <sup>1</sup>
NWW-1	0.01	71
NWW-1A	0.01	73
NWW-2	0.08	905
NWW-2A	<0.01	168
NWW-2B	0.01	175
NWW-2C	0.01	109
NWW-3	0.00	0
NWW-3A	0.01	133
NWW-3B	0.09	1,030
NWW-3B1	0.03	409
<b>Total<sup>1</sup></b>	<b>0.25</b>	<b>3,072</b>

<sup>1</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

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Table 13. Potential CDFW Aquatic Resource Impacts

Aquatic Resource Name	Aquatic Resource Type	Project Site Impacts (acres) <sup>1</sup>	Project Site Impacts (linear feet) <sup>1</sup>
NWW-1	Vegetated Streambed	0.02	71
NWW-1A	Vegetated Streambed	0.03	73
NWW-2	Vegetated Streambed	0.71	905
NWW-2A	Vegetated Streambed	<0.01	168
	Riparian Habitat <sup>2</sup>	0.03	–
NWW-2B	Vegetated Streambed	0.08	175
NWW-2C	Vegetated Streambed	0.07	109
NWW-3	Vegetated Streambed	0.00	0
	Riparian Habitat <sup>2</sup>	0.00	–
NWW-3A	Vegetated Streambed	0.06	133
	Riparian Habitat <sup>2</sup>	0.00	–
NWW-3B	Vegetated Streambed	1.00	1,030
	Riparian Habitat <sup>2</sup>	0.21	–

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Aquatic Resource Name	Aquatic Resource Type	Project Site Impacts (acres)	Project Site Impacts (linear feet) <sup>1</sup>
NWW-3B1	Vegetated Streambed	0.18	409
Total <sup>3</sup>		2.41	3,072

<sup>1</sup> Linear feet not calculated for individual aquatic resource type and vegetation community (including riparian habitat that occurs outside of delineated streambed) to avoid redundant linear foot calculation where such areas overlap.

<sup>2</sup> Occurs outside of delineated streambed.

<sup>3</sup> Acreages and linear feet summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

Table 14. Potential RWQCB Aquatic Resource Impacts

Aquatic Resource Name	Aquatic Resource Type <sup>1</sup>	Project Site Impacts (acres)	Project Site Impacts (linear feet) <sup>2</sup>
NWW-1	Non-Wetland Water	0.02	71
NWW-1A	Non-Wetland Water	0.03	73
NWW-2	Non-Wetland Water	0.71	905
NWW-2A	Non-Wetland Water	<0.01	168
	Riparian Habitat <sup>3</sup>	0.03	=
NWW-2B	Non-Wetland Water	0.08	175
NWW-2C	Non-Wetland Water	0.07	109
NWW-3	Non-Wetland Water	0.00	0
	Riparian Habitat <sup>3</sup>	0.00	=
NWW-3A	Non-Wetland Water	0.06	133
	Riparian Habitat <sup>3</sup>	0.00	=
NWW-3B	Non-Wetland Water	1.00	1,030
	Riparian Habitat <sup>3</sup>	0.21	=
NWW-3B1	Non-Wetland Water	0.18	409
Total <sup>4</sup>		2.41	3,072

<sup>1</sup> Based on comments provided by the Santa Ana RWQCB, the RWQCB has asserted jurisdiction beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat).

<sup>2</sup> Linear feet not calculated for riparian habitat that occurs outside of non-wetland waters to avoid redundant linear foot calculations where such areas overlap.

<sup>3</sup> Based on comments provided by the Santa Ana RWQCB, RWQCB jurisdiction extends beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of channel banks and associated riparian habitat). This riparian habitat occurs outside of the delineated non-wetland water (i.e., the top of channel banks).

<sup>4</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

## 5.8 IMPACTS ON MSHCP RIPARIAN/RIVERINE AREAS AND VERNAL POOLS

MSHCP riparian/riverine areas, as defined by Section 4.5, occur on the project site. The project's CDFW-jurisdictional vegetated streambed meets the definition of MSHCP riverine and

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the CDFW-jurisdictional riparian habitat meets the definition of MSHCP riparian habitat; impacts on CDFW-jurisdictional resources are equal to impacts on MSHCP riparian/riverine. Therefore, the proposed project would permanently impact 2.41 acres of MSHCP riparian/riverine resources. Per the MSHCP, if the proposed project cannot avoid riparian/riverine habitat, a DBESP Analysis would be required to propose mitigation to replace the lost functions and values of MSHCP riparian/riverine resources and demonstrate equivalent or superior function and value of the resources. RBC completed the Beaumont Summit Station Project DBESP Report in July 2022 (RBC 2022b).

## 5.9 IMPACTS ON WILDLIFE CORRIDORS

The Project site is situated at the northern end of the City of Beaumont and occurs immediately north of a developed residential area. Though undeveloped land occurs to the north of the site, nearby areas to the west and immediately south are highly developed. The site is not identified as a wildlife corridor or criteria area in the MSHCP and does not serve as a regional wildlife corridor. The drainages in the southwest portion of the site likely serve as minor local wildlife corridors and avian 'stepping stone' corridors. The largest drainage (Planning Area 3) would not be developed as part of the Project so it would continue to function as a local wildlife corridor. Significant impacts on wildlife corridors are not anticipated with project implementation.

## 5.10 IMPACTS ON LOCAL POLICIES AND ORDINANCES

Implementation of the Project would be subject to all applicable Federal, State, regional, and local policies and regulations related to the protection of biological resources as outlined in herein. The project would be constructed in compliance with the requirements of the Beaumont General Plan and the Beaumont Municipal Code. The Beaumont General Plan provides goals and policies for the conservation of biological resources. Goal 8.5 calls for a City that preserves and enhances its natural resources and Policy 8.5.1 calls for the minimization of the loss of sensitive species and critical habitat areas in areas planned for future development.

Pursuant to Unincorporated Riverside County Ordinance No. 499 (as amended through 499.11), "No person, firm, corporation, public district, public agency or political subdivision shall remove or severely trim any tree planted in the right of way of any County highway without first obtaining a permit from the County Transportation Director to do so". No street trees occur within the project site that would be considered a County highway or County road tree. As such, no impacts on trees protected under Ordinance No. 499.11 are expected with project implementation.

Chapter 12.24 of the Riverside County Code of Ordinances also includes regulations related to tree removal (County of Riverside 2016). According to the Unincorporated Riverside County Ordinance No. 559 (as amended through 559.7), the removal of living native trees on parcels or property greater than 0.5 acre in size, located in the unincorporated Riverside County, and above 5,000 feet amsl requires a permit. The project site elevation is below 5,000 feet amsl; as such, this ordinance is not applicable and no impacts on trees protected under Riverside County Ordinance No. 559 would occur with project implementation.

**Commented [SK6]:** The DBESP combines these acreages and states 2.41 acres of riparian/riverine habitat. I remember discussing this with Shanti and we agreed that based on how the MSHCP reads, we should probably not separate between riverine vs. riparian. So I suggest we update this to match the DBESP (i.e. 2.41 acres of MSHCP riparian/riverine resources).

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**Commented [ET9R8]:** Melanie- I updated this to match the way we bring up the ARDR & BTR in the DBESP.. is that sufficient for this paragraph? I didn't want to dive into when it'll be finalized, submitted, etc.

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The City does not have a tree preservation policy or ordinance; however, an application and approval from the City is required for any removal of front yard/street tree or trees. As described above, no street trees occur on site and no residential structures and associated front yards occur on site. There are occasional trees near the outbuildings at the east of the site; however, these do not appear to meet the definition of street or yard trees. As such, the project would comply with City of Beaumont requirements and no street tree approvals would be required, as no impacts to such resources would occur with project implementation.

Based on compliance with all local policies and ordinances, impacts are considered to be less than significant, and no mitigation is required.

### 5.11 INDIRECT IMPACTS ON BIOLOGICAL RESOURCES

In the context of biological resources, indirect impacts are those effects associated with developing areas adjacent to native open space. Potential indirect effects associated with development include water quality impacts from site drainage into adjacent open space/downstream aquatic resources; lighting effects; noise effects; invasive plant species from landscaping; and effects from human access into adjacent open space, such as recreational activities (including off-road vehicles and hiking), pets, dumping, etc. Temporary, indirect effects may also occur as a result of construction-related activities.

Volume I, Section 6.1.4 of the MSHCP (Urban/Wildland Interface Guidelines) identifies guidelines that are intended to address indirect effects associated with locating projects (particularly development) in proximity to the MSHCP Conservation Area. To minimize potential edge effects, the guidelines are to be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area. The proposed project is not located in proximity to any MSHCP Conservation Areas. As such, the proposed project will not result in significant indirect effects on biological resources. Furthermore, the Urban/Wildland Interface Guidelines do not apply to the proposed project.

### 5.12 CUMULATIVE IMPACTS ON BIOLOGICAL RESOURCES

Cumulative impacts are defined as the direct and indirect effects of a proposed project which, when considered alone, would not be deemed a substantial impact, but when considered in addition to the impacts of related projects in the area, would be considered potentially significant. 'Related projects' refers to past, present, and reasonably foreseeable probable future projects, which would have similar impacts to the proposed project. The project site is relatively disturbed and does not support significant stands of native vegetation, with the possible exception of the riparian habitat in the southwestern portion of the site which will remain undeveloped. Further, the project will be fully compliant with the regional MSHCP which protects biological resources regionally such that cumulative impacts within the plan area are avoided. As such, the proposed project will not result in significant cumulative effects.

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## 6 MITIGATION AND AVOIDANCE MEASURES

The following discussion provides project-specific mitigation/avoidance measures for actual or potential impacts on biological resources.

### 6.1 DEVELOPMENT FEES

Implementation of the proposed project will require payment of MSHCP Local Development Mitigation Fees. Based on the local development mitigation fee schedule for fiscal year 2022 (effective July 1, 2021 – December 31, 2021), fees would be \$11,982/acre for commercial and industrial development and \$2,935/acre for low-density residential (RCA 2021c).

### 6.2 BURROWING OWL

Because the project is located within the MSHCP Burrowing Owl Survey Area, focused surveys for burrowing owl were performed. Burrowing owls and/or burrowing owl sign were not observed at the project site during protocol-level surveys. However, due to the presence of suitable habitat on site, pre-construction surveys will be required.

Pursuant to MSHCP Objective 6 for burrowing owls, projects are required to conduct pre-construction presence/absence surveys for burrowing owls within the MSHCP Burrowing Owl Survey Area where suitable habitat is present. As such, the following mitigation and avoidance measure (MM) is recommended to avoid direct impacts on burrowing owls. Note that the mitigation language outlined below is based on DEIR input from CDFW and differs slightly from 2012 CDFW take avoidance guidance; we concur that the revised survey timing will adequately avoid take.

**MM-1** – A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls between 30 and 60 days prior to site disturbance. Additional pre-construction focused surveys for burrowing owls will be conducted within three days prior to site disturbance including vegetation clearing. If the pre-construction surveys confirm occupied burrowing owl habitat, or if burrowing owls are detected after the project has started, then construction activities shall be halted immediately. If burrowing owls are documented on site, CDFW will be notified within 48-hours of detection and the take of active nests will be avoided. To avoid take of active nests, a qualified biologist will develop a Burrowing Owl Plan that describes avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrowing sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat avoidable to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Burrowing Owl Plan will be reviewed by CDFW, USFWS, and the Western Riverside County Regional Conservation Authority.

### 6.3 NESTING BIRDS

As noted above, the project site has the potential to support nesting birds in trees or on the ground. To avoid impacts on nesting birds, the following measure is recommended:

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**MM-2** – To ensure compliance with CFGC § 3503, 3503.5, and 3513 and to avoid potential impacts to nesting birds, ~~vegetation clearing and ground-disturbing activities shall~~ be conducted outside of the ~~bird~~ nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist will conduct a nesting bird survey within three days prior to any disturbance of the site, including ~~but not limited to vegetation clearing~~, diskings, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests depending on the level of activity within the buffer and species observed, and the buffer areas shall be avoided until the nests are no longer occupied, and the juvenile birds can survive independently from the nests.

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~~During construction activities, the qualified biologist shall continue biological monitoring activities at a frequency recommended by the qualified biologist using their best professional judgement. If nesting birds are detected, avoidance and minimization measures may be adjusted and construction activities stopped or redirected by the qualified biologist using their best professional judgement to avoid Take of nesting birds.~~

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#### 6.4 LEAST BELL'S VIREO

The project supports suitable riparian habitat for least Bell's vireo, a state and federally listed as endangered species and an MSHCP covered species. The breeding season for this species extends from about March 15 through August 31, with peak nesting activity occurring in April, although it can continue to the first week of July. An individual male least Bell's vireo male was observed during 2021 surveys within a drainage in the southwestern portion of the project site; the observation site was immediately south of proposed project development.

To avoid potential project impacts on nesting least Bell's vireo, the following mitigation and avoidance measures are required:

**MM-3** – Project activities shall not be initiated within 100 feet of any least Bell's vireo suitable habitat area(s) during the species' breeding season (March 15-August 31) unless a negative USFWS protocol survey has been conducted within one year of construction kickoff and findings were negative.

If groundbreaking activities occur outside the least Bell's vireo nesting season (i.e., September 16-March 14), a qualified biologist shall perform a presence/absence survey within suitable habitat on-site, and shall continue these surveys on a monthly basis, especially as breeding season commences.

If least Bell's vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, no project activities shall occur within 300 feet of any least Bell's vireo nest site until it has been confirmed that the young have fledged, and the nest is no longer active. A qualified biologist shall always be present when construction crews are working within 1/8 mile surrounding an identified least Bell's vireo nest site to ensure that the birds do not react unfavorably to project activities. If the qualified biologist observes signs of agitation stemming from project activities, the activities shall cease and not resume until the birds' behavior normalizes. If the birds continue to exhibit signs of agitation, project activities shall be adjusted to avoid impacts on nesting least Bell's vireo. Additionally, in the presence of least Bell's vireo nests, noise level from project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to avoid adverse impacts to any least Bell's vireo nest/s.

During the least Bell's vireo breeding season, artificial light shall not be cast into suitable habitat when night work is occurring.

A qualified biologist shall conduct a training session for project personnel prior to grading in conformance with MSCHP best management practices requirements. The training shall include a description of least Bells vireo and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

## 6.5 JURISDICTIONAL AQUATIC RESOURCES MITIGATION

As noted above, the proposed project would permanently impact 0.25 acre of non-wetland waters of the U.S., jurisdictional by the Corps, and 2.17 acres of vegetated streambed and 0.24 acre of riparian habitat jurisdictional by the CDFW. Furthermore, based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project (Santa Ana RWQCB 2022), the proposed project would permanently impact 2.17 acres of non-wetland waters of the State and 0.24 acre of associated riparian habitat jurisdictional by the RWQCB. Impacts on Corps-, RWQCB-, and CDFW-jurisdictional aquatic resources would require Section 404 authorization from the Corps, a Section 401 Water Quality Certification from the RWQCB, and a Streambed Alteration Agreement from the CDFW. Additionally, compensatory mitigation may be required by the regulatory agencies to offset the proposed project impacts. With implementation of the following mitigation measure, impacts on Corps-, RWQCB-, and CDFW-jurisdictional waters would be reduced to less than significant. The following mitigation for jurisdictional aquatic resources is required:

**MM-4** – Prior to any ground-disturbing activity near jurisdictional aquatic resources, applicable permits shall be obtained through the Corps, RWQCB, and CDFW for impacts on jurisdictional aquatic resources. The Applicant shall implement/comply with all permit conditions and mitigation measures required by the resource agencies. Compensatory mitigation to offset impacts on jurisdictional aquatic resources may be implemented through on-site or off-site, permittee-responsible mitigation, in-lieu fee (ILF) program or mitigation bank credit purchase, or a combination of these options depending on availability.

The proposed compensatory mitigation strategy is as follows, for a total 3:1 mitigation ratio:

1. Purchase of 4.82 credits (2:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed ILF Program), as available; AND
2. An additional 1:1 mitigation via one of the following measures, dependent on negotiations with the resource agencies during the permit evaluation process:
  - a. On-site preservation, including enhancement and revegetation within Specific Plan Planning Area 3, with a focus on removal of invasive tree of heaven (*Ailanthus altissima*) and replanting with native species such as mulefat (*Baccharis salicifolia*) and other appropriate species, OR

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A minimum 1:1 mitigation ratio (0.25 acre Corps/0.25 acre RWQCB/2.41 acres CDFW) is typically required, though ratios may be higher. ...

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- b. Purchase of 2.41 credits (1:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed ILF Program), as available.

The Corps, RWQCB and CDFW will make final determination regarding compensatory mitigation requirements during the permit evaluation process. If mitigation credits are not available at the Santa Ana River Watershed ILF Program, purchase of credits at an alternative mitigation bank will be pursued in consultation with the regulatory agencies during the aquatic resources permitting process. Additionally, if on-site enhancement is pursued, an enhancement and revegetation plan will be developed in consultation with the regulatory agencies during the aquatic resources permitting process.

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## 6.6 MSHCP MITIGATION

As noted above, MSHCP riparian/riverine areas, as defined by Section 4.5, occur on the project site. The proposed project would permanently impact 2.41 acres of MSHCP riparian/riverine resources. Preparation of a project-specific DBESP is required for conformance with MSHCP riparian/riverine requirements. Additionally, as a condition of the MSHCP, avoided land areas will be conserved as part of the proposed project. As such, the following mitigation and avoidance measures are required:

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**MM-5** – The proposed project is an MSHCP Covered Activity and subject to the MSHCP implementation procedures. Prior to approval of final grading permits, the City of Beaumont will ensure full implementation of the Western Riverside County MSHCP for the project, which includes, but is not limited to, sending a Determination of Biologically Equivalent or Superior Preservation (DBESP) to CDFW and USFWS for a 60-day review and response period.

**MM-6** – Avoided MSHCP riparian/riverine areas, and associated functions and values, will be conserved through the use of a legal instrument such as deed restrictions, a conservation easement, or other appropriate mechanisms.

## 7 MSHCP CONSISTENCY ANALYSIS

The purpose of this section is to provide an analysis of the proposed project's compliance with biological aspects of the Western Riverside County MSHCP. Specifically, this analysis evaluates the proposed project's consistency with MSHCP Reserve assembly requirements, Section 7.3 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 7.4 (Protection of Narrow Endemic Plant Species), Section 7.5 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 7.6 (Additional Survey Needs and Procedures).

### 7.1 RELATIONSHIP OF THE PROJECT SITE TO THE MSHCP

The project site is not located within a Cellgroup or Criteria Area. As such, the project is not subject to the HANS or JPR processes. The project site is located within the NEPSSA for Marvin's onion and multi-stemmed dudleya, as well as the MSHCP Burrowing Owl Survey Area but is not located within the Criteria Area Plant Species Survey Areas, Mammal, Invertebrate, or Amphibian Survey Areas.

Within the designated Survey Areas, the MSHCP requires habitat assessments and focused surveys within areas of suitable habitat. For locations with positive survey results, the MSHCP requires that 90 percent of those portions of the property that provide for long-term conservation value for the identified species be avoided until it is demonstrated that conservation goals for the particular species have been met throughout the MSHCP. Findings of equivalency shall be made demonstrating that the 90 percent standard has been met, if applicable. If equivalency findings cannot be demonstrated, then 'biologically equivalent or superior preservation' must be provided.

## 7.2 PROJECT RELATIONSHIP TO RESERVE ASSEMBLY

The project site is not located within the MSHCP Criteria Area. As such, the project site is not targeted for conservation by the MSHCP to meet Reserve Assembly goals. The proposed project is not subject to the HANS or JPR processes.

## 7.3 PROTECTION OF RIPARIAN/RIVERINE AREAS AND VERNAL POOLS AND ASSOCIATED SPECIES

Riparian/riverine areas are defined by the MSHCP as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with freshwater flow during all or a portion of the year (RCA 2003)."

Based on the formal aquatic resources delineation conducted on June 3 and June 7, 2021, the project site supports approximately 8.48 acres of MSHCP riparian/riverine areas associated with NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 (Section 5.8). Because the CDFW jurisdictional resources within the project site meet the definition of MSHCP riparian/riverine, impacts to CDFW jurisdictional resources are equal to impacts to MSHCP riparian/riverine. Therefore, the proposed project would permanently impact 2.41 acres of MSHCP riparian/riverine resources.

Per the MSHCP, if the proposed project cannot avoid riparian/riverine habitat, a DBESP Analysis would be required to propose mitigation to replace the lost functions and values of MSHCP riparian/riverine resources and demonstrate equivalent or superior function and value of the resources. If the proposed project will impact MSHCP riparian/riverine resources, a complete DBESP Analysis is required to be consistent with the MSHCP. [This analysis was completed in the *Beaumont Summit Station Project DBESP Report (RBC 2022b)*.]

Please note that a male least Bell's vireo was observed during protocol vireo surveys one and two (of eight surveys) in an area of habitat that meets the definition of an MSHCP riverine resource; however, no females or nesting were observed. The riparian habitat within the project site lacks a dense understory and canopy, suitable for the MSHCP riparian/riverine wildlife species southwestern willow flycatcher and western yellow-billed cuckoo; there is very low to no potential for the project site to support these species. The project site does not support vernal pools and therefore does not support vernal pool species. No other riparian/riverine or vernal pool associated species are anticipated on-site based on lack of suitable habitat; please refer to Tables 5-7 for detailed species analyses.

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**Commented [ET17R16]:** Updated.

**Deleted:** , and approximately 0.97 acre of MSHCP riparian habitat

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**Commented [ET21R20]:** Melanie— same as previous comment. I tweaked language to just note the DBESP. Please modify, as applicable.

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#### 7.4 PROTECTION OF NARROW ENDEMIC PLANTS

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Area, site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present.

The project site is located within a NEPSSA, which identifies the target species Marvin's onion and many-stemmed dudleya. The project site does not contain appropriate soils or suitable habitat for these species, and therefore the project will not impact Narrow Endemic Plants; please refer to Table 5 for detailed species analyses.

The proposed project will be consistent with Volume I, Section 6.1.3 of the MSHCP.

#### 7.5 GUIDELINES PERTAINING TO THE URBAN/WILDLAND INTERFACE

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect impacts associated with locating development in proximity to the MSHCP Conservation Area. The proposed project is not located in proximity to the MSHCP Conservation Area, and therefore the Urban/Wildland Guidelines do not apply to the project.

#### 7.6 ADDITIONAL SURVEY NEEDS AND PROCEDURES

Volume I, Section 6.3.2 of the MSHCP requires habitat assessments and focused surveys for projects located within the Criteria Area Plant Species Survey Areas, Burrowing Owl, Mammal, Amphibian, and Invertebrate Survey Areas. The project site is located with the MSHCP Burrowing Owl Survey Area, and NEPSSA for Marvin's onion and many-stemmed dudleya, but not the Criteria Area Plant Species Survey Areas, Mammal, Amphibian, or Invertebrate Survey Areas. As described in Section 4, the site does not support suitable habitat for Narrow Endemic Plant Species Marvin's onion or many-stemmed dudleya, and these species were not detected during 2021 surveys. A focused burrowing owl survey was conducted in 2021 and was negative; however, suitable habitat for this species occurs on the project site. As noted above in Section 6.1 of this report, pre-construction burrowing owl surveys will be required to comply with MSHCP Objective 6 for burrowing owls. With the implementation of this measure, the proposed project will be consistent with Volume I, Section 6.3.2 of the MSHCP. As described in Section 6.5, a project DBESP is also required in order to conform with MSHCP riparian/riverine requirements. [This analysis *was completed in the Beaumont Summit Station Project DBESP Report (RBC 2022b).*]

#### 7.7 CONCLUSION OF MSHCP CONSISTENCY

The proposed project will be consistent with the biological requirements of Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), Section 6.3.2 (Additional Survey Needs and Procedures), and MSHCP Reserve assembly requirements. The proposed project will be consistent with the goals/objectives of the MSHCP with the implementation of the proposed mitigation and avoidance measures described in Section 6 of this report.

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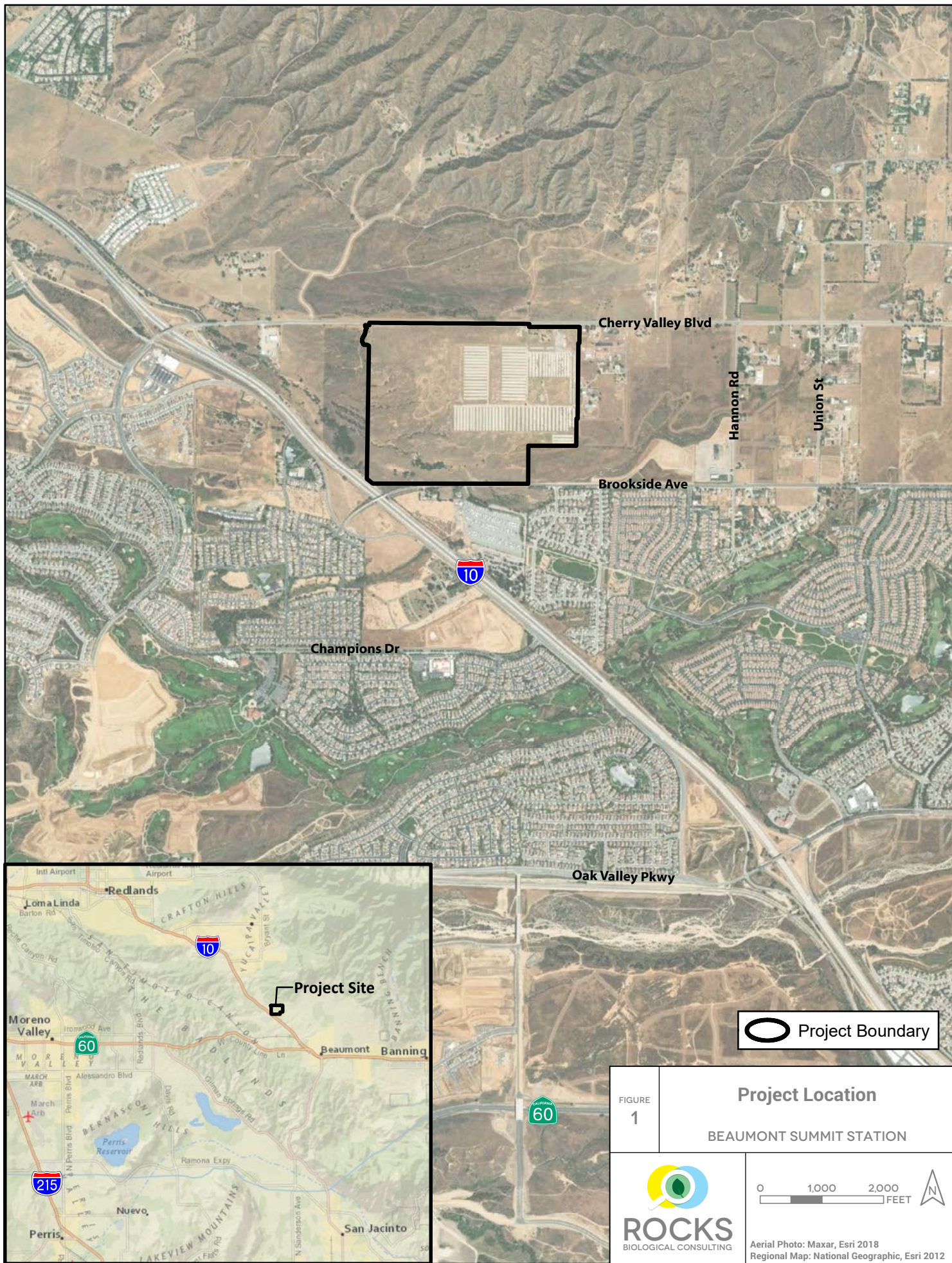
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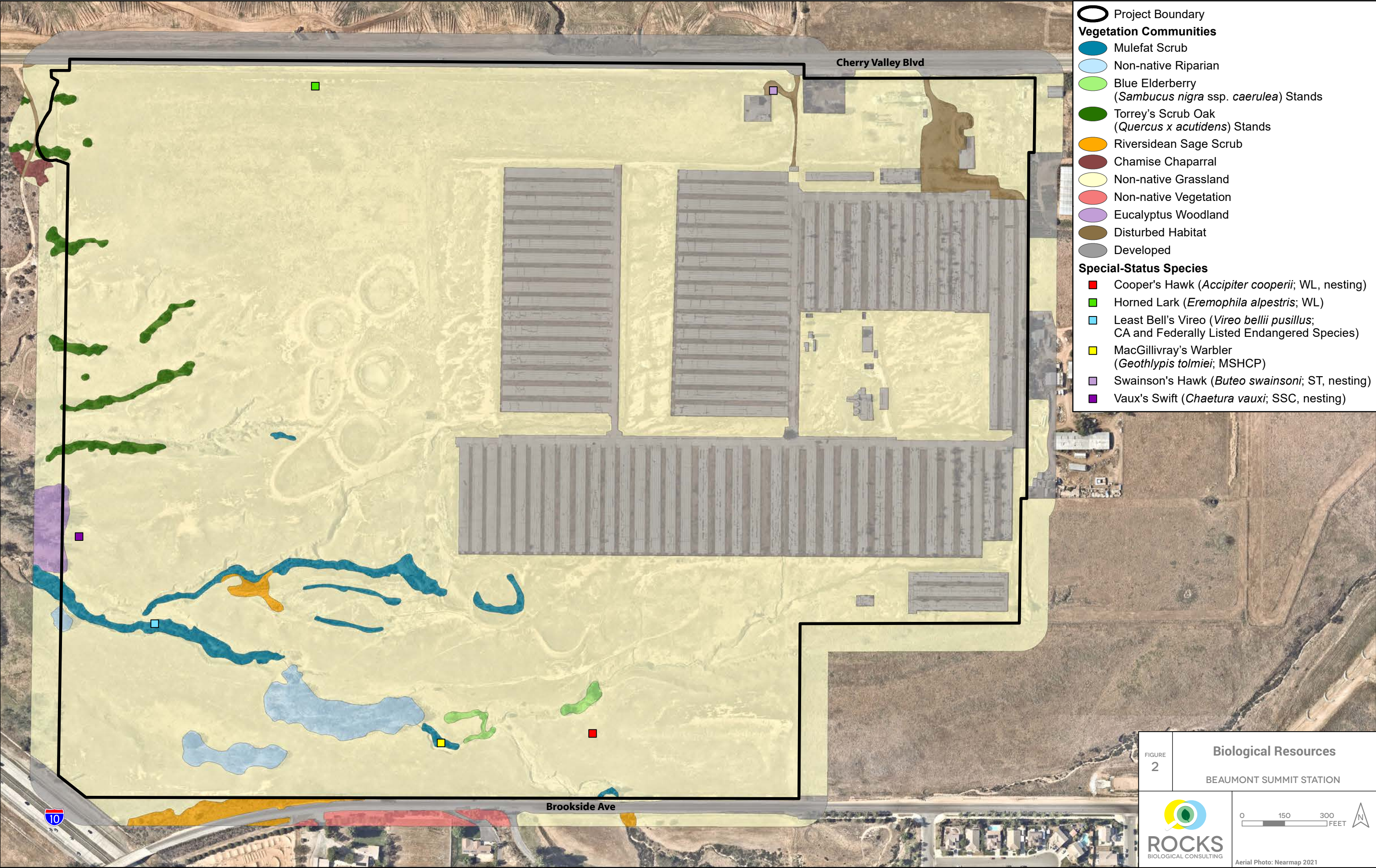
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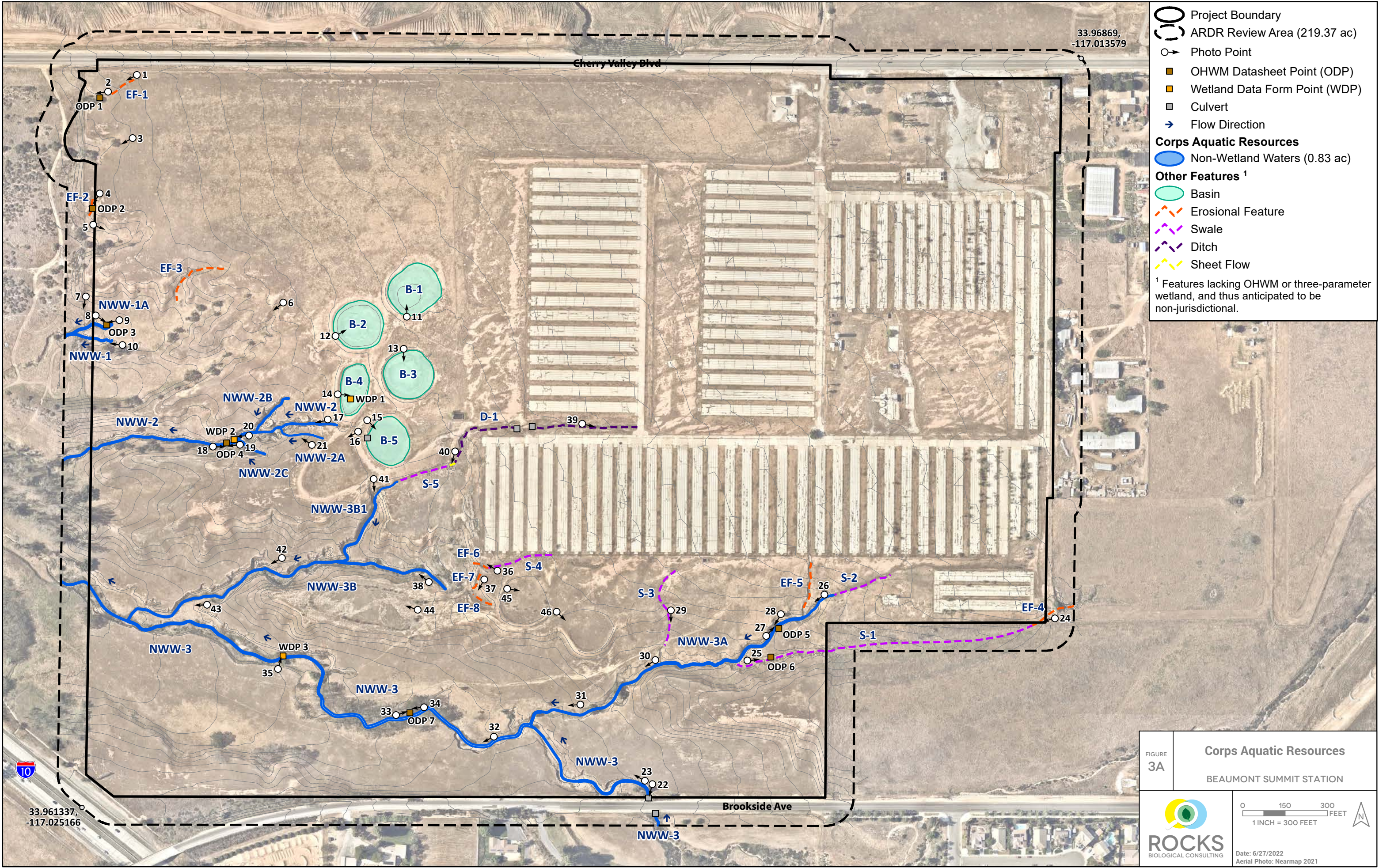


FIGURE  
3A

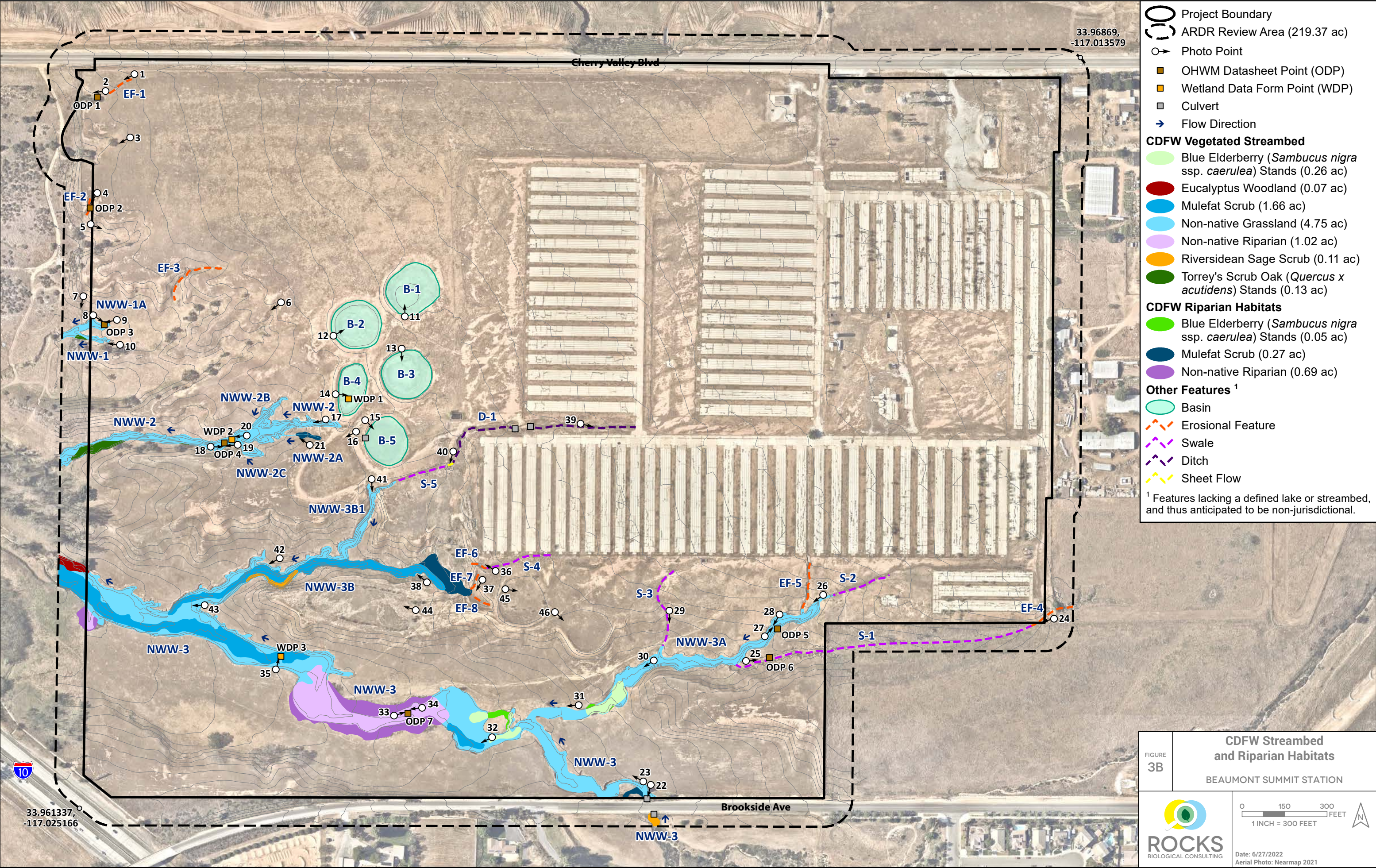
**Corps Aquatic Resources**

BEAUMONT SUMMIT STATION

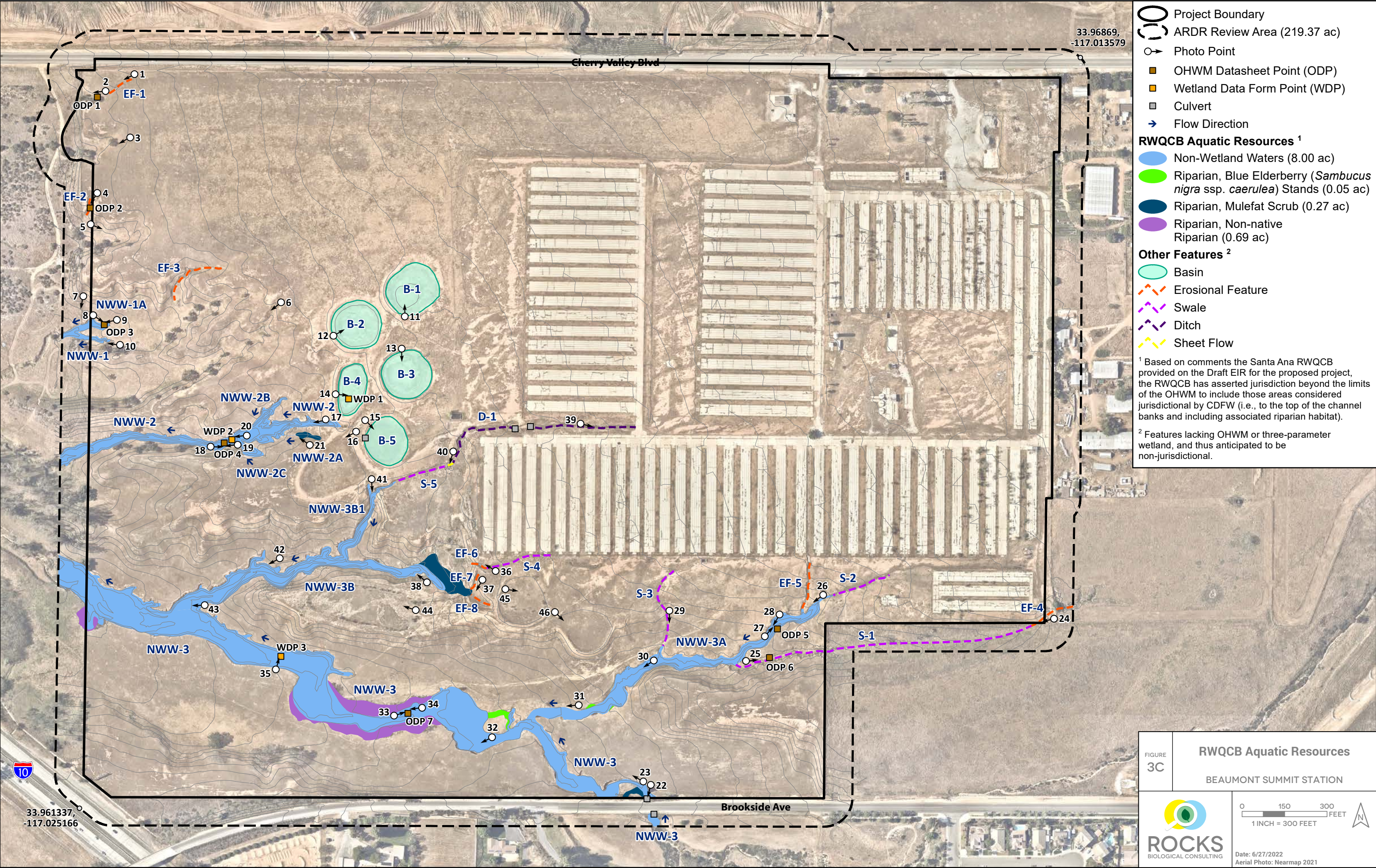


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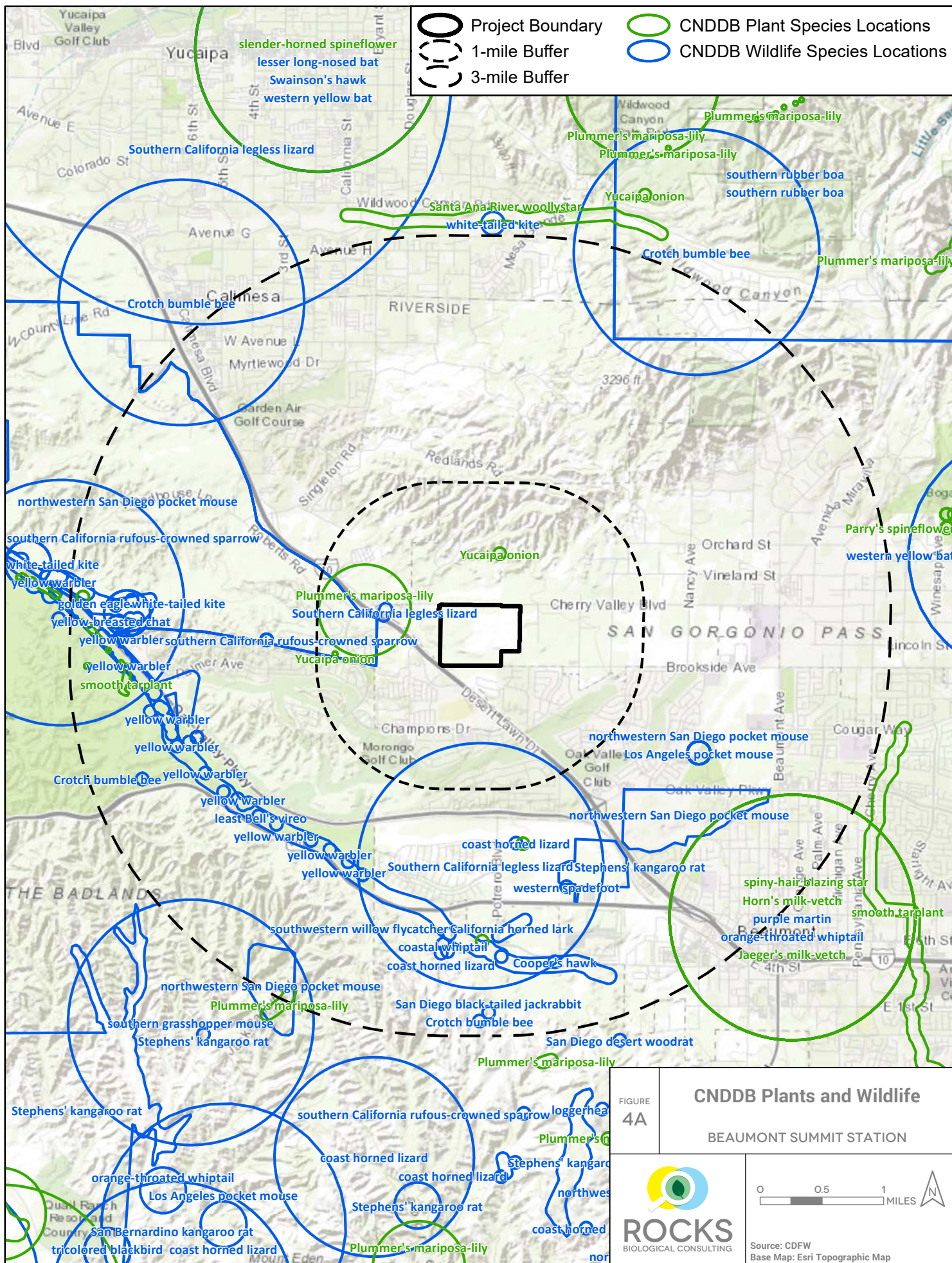


FIGURE 4A

**CNDDDB Plants and Wildlife**

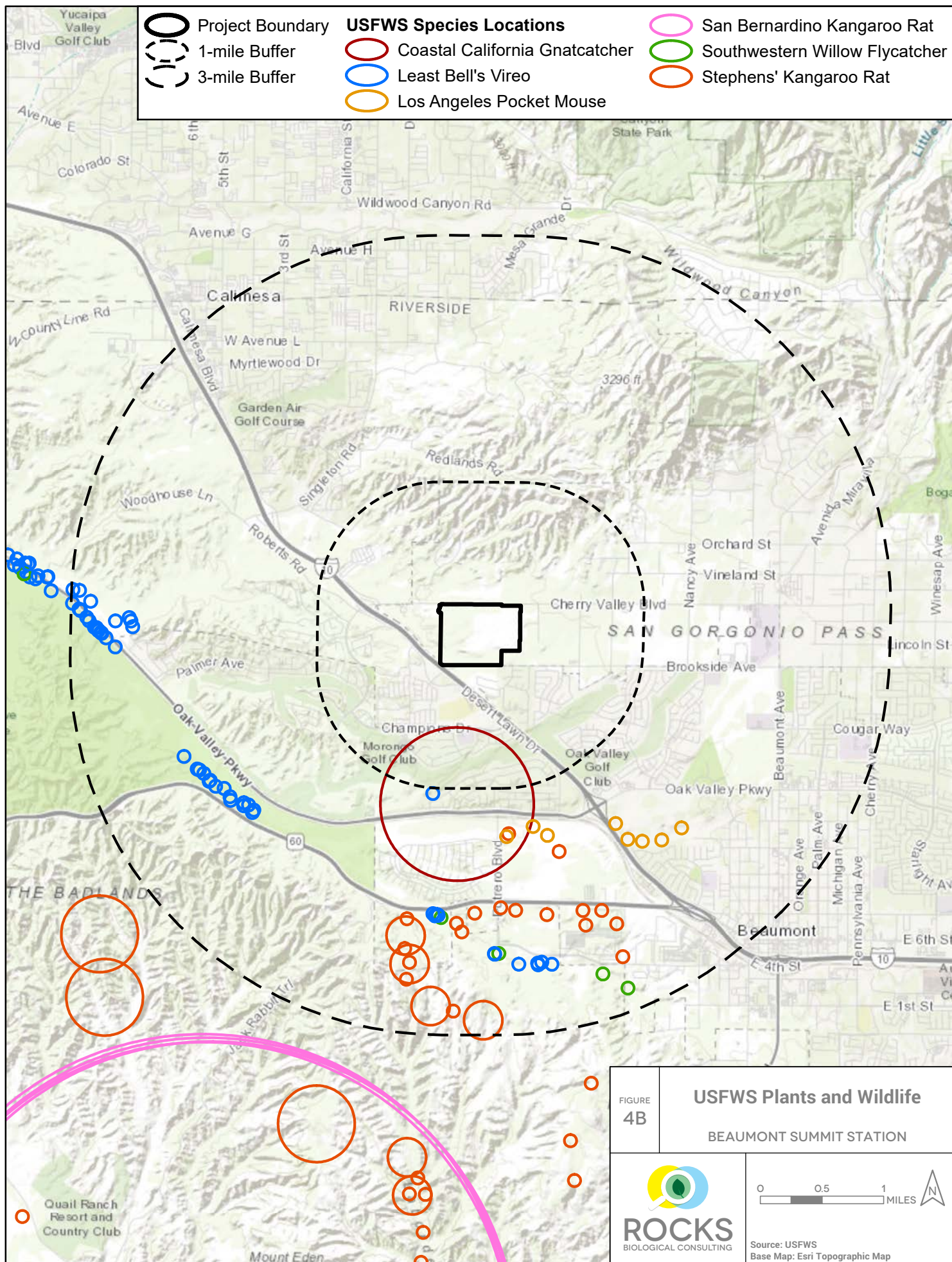
BEAUMONT SUMMIT STATION

**ROCKS**  
BIOLOGICAL CONSULTING

0 0.5 1 MILES

Source: CDFW  
Base Map: Esri Topographic Map







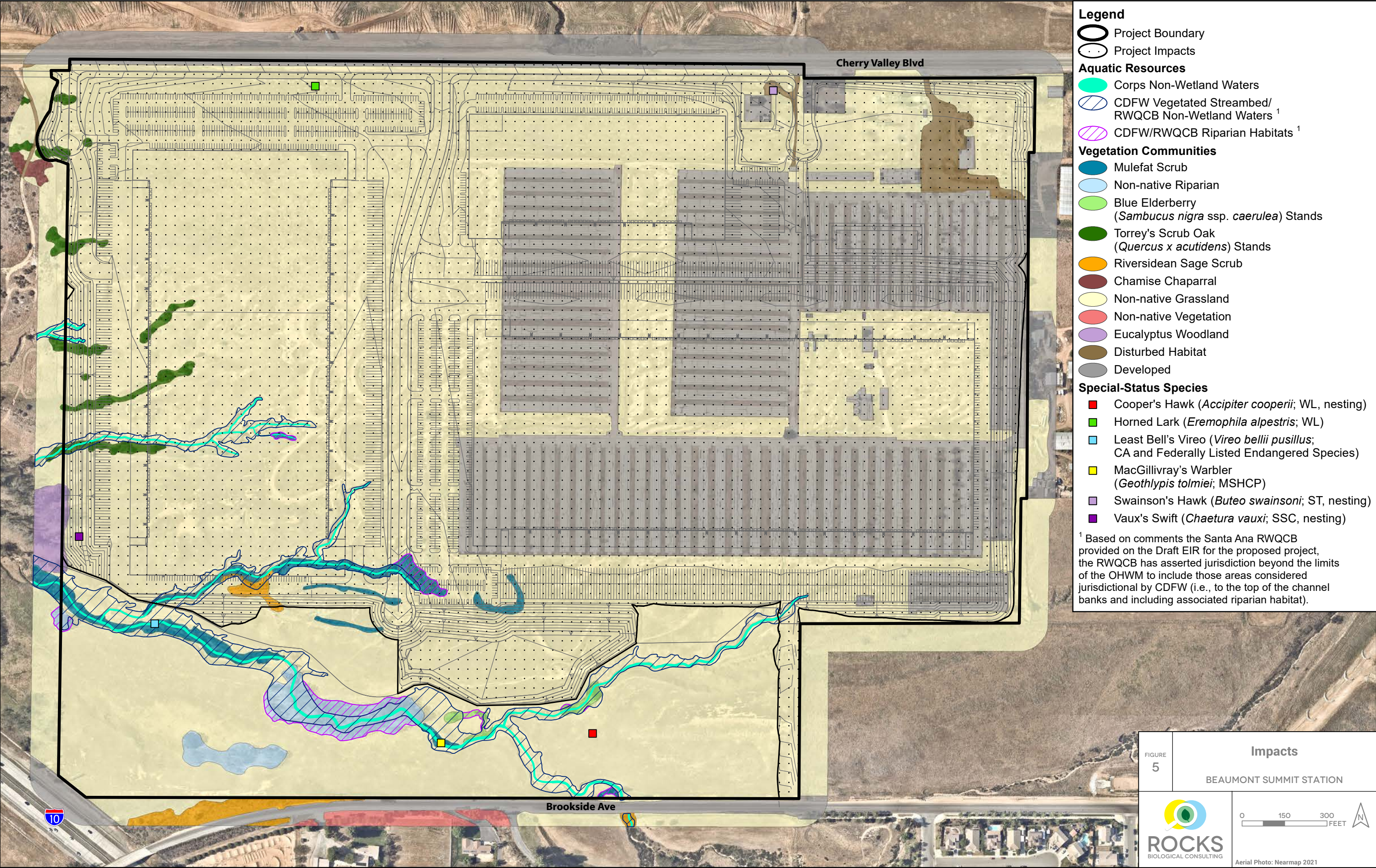


FIGURE 5

Impacts

BEAUMONT SUMMIT STATION



Aerial Photo: Nearmap 2021







## **Appendix C2: Aquatic Resources Delineation Report**





# BEAUMONT SUMMIT STATION AQUATIC RESOURCES DELINEATION REPORT

Riverside County, California

July 1, 2022

Prepared for:  
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## 1 INTRODUCTION

On behalf of Exeter Cherry Valley Land, LLC, Rocks Biological Consulting (RBC) conducted a formal aquatic resources delineation for the Beaumont Summit Station review area, composed of 219.37 acres (Figure 1), to identify areas that may be considered jurisdictional under the U.S. Army Corps of Engineers (Corps) pursuant to Section 404 of the Clean Water Act; the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act; and the California Department of Fish and Wildlife (CDFW) pursuant to Section 1602 of the California Fish and Game Code. The information provided in this aquatic resources delineation report (ARDR) is necessary to define the presence or absence of aquatic resources within the review area. This ARDR can also be used by the agencies to inform the jurisdictional status of delineated aquatic resources and by the applicant and agencies to assess conformance with state and federal regulations and to estimate potential impacts and associated permitting requirements. Furthermore, the information contained in this report is in compliance with the Corps Los Angeles District's *Minimum Standards for Acceptance of Aquatic Resources Delineation Reports* (Minimum Standards; Corps 2017). Appendix A provides a checklist to ensure compliance with the Minimum Standards.

This ARDR also serves as a request for the Corps to complete a Preliminary Jurisdictional Determination (PJD) based on the information provided in this report. Appendix B provides the required forms associated with the PJD request.

## 2 SITE DESCRIPTION, LANDSCAPE SETTING

### 2.1 LOCATION

The review area is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east/northeast of Interstate (I-) 10, within the City of Beaumont, Riverside County, California (Figure 1). The review area is bounded by undeveloped land to the north and west, rural residences with livestock pens to the east, and residential development to the south. The latitude and longitude of the approximate center of the review area is 33.965141, -117.019732. The review area sits on Township 2 South, Range 1 West, and Section 30 within the El Casco 7.5-minute quadrangle, as mapped by the U.S. Geological Survey (USGS; Figure 2).

### 2.2 TOPOGRAPHY

The review area is primarily flat with elevations ranging from approximately 2,403 to 2,584 feet above mean sea level (amsl), with areas of lower topography within the drainages on the south and southwestern portions of the review area and between rolling hills along the northwestern boundary of the review area (Figure 2). Drainage patterns on site trend east to west following a gradual decrease in elevation in the same direction.

### 2.3 WATERSHED

The review area is within the Santa Ana Hydrologic Unit Code (HUC) 8 (18070203), San Timoteo Wash HUC 10 (1807020304), and San Timoteo Canyon-San Timoteo Wash HUC 12 (180702030403) watersheds (Figure 3). In addition to the watersheds defined by the USGS and

commonly used by the Corps, the RWQCB also defines watershed boundaries by Hydrologic Units (HUs). The majority of the review area is within the Santa Ana Basin, the Santa Ana River HU, and the Beaumont Hydrologic Subarea (Santa Ana Regional Water Quality Control Board [Santa Ana RWQCB] 1986; Santa Ana RWQCB 2019).

### 3 METHODS

#### 3.1 PRE-FIELD REVIEW

Prior to the on-site delineation, field maps were created using a Geographic Information System (GIS) and a color aerial photograph at a 1:150 scale. RBC staff also reviewed USGS National Hydrography Dataset (NHD) and topography data (Figure 2), U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) data (Figure 4), and Natural Resources Conservation Service (NRCS) soils data (Figure 4) to further determine the potential locations of aquatic resources within the review area. RBC also utilized Google Earth to assess current and historic presence or absence of flows and/or ponding in the review area (Google Earth Pro 2021). RBC also reviewed the 2004 *Delineation of Jurisdictional Waters and Wetlands Sunny-Cal Specific Plan Project, City of Beaumont, Riverside County, California* (Sunny-Cal JD Report; Michael Brandman Associates 2004) and the 2006 *Recirculated Draft Environmental Impact Report Sunny-Cal Specific Plan, Annexation, And Sphere of Influence Amendment, SCH# 2004121092* (Sunny-Cal Specific Plan Draft EIR; Michael Brandman Associates 2006).

#### 3.2 ON-SITE DELINEATION AND MAPPING

RBC regulatory specialists Sarah Krejca and Chelsea Poley conducted an initial jurisdictional assessment field visit on April 22, 2021 and an aquatic resources delineation field visit on June 3, 2021. RBC regulatory specialist Sarah Krejca and Shanti Santulli conducted an additional aquatic resources delineation field visit on June 7, 2021. Field conditions during these field visits are provided below in Table 1.

Table 1. Field Conditions

Date	Survey Time Start – End	Temperature (°F) Start – End	Wind Speed Range (miles per hour) Start – End	Cloud Cover (%) Start – End
4/22/2021	0745 – 1315	48 – 61	0 to 5 – 5 to 8	100 – 100
6/03/2021	0730 – 1500	67 – 92	0 to 1 – 10 to 15	0 – 0
6/07/2021	0815 – 1245	52 – 62	2 to 5 – 5 to 10	100 – 90

Figure 1 and Figures 5A to 5C depict the 219.37-acre review area. RBC regulatory specialist Sarah Krejca also completed a Streamflow Duration Assessment Method (SDAM) survey during the June 3 and June 7, 2021 field visits.

Areas with depressions, drainage patterns, and/or wetland vegetation within the review area were evaluated, with focus on the presence of defined channels and/or wetland vegetation, soils, and hydrology.

While in the field, potential aquatic resources were recorded using a hand-held Global Positioning System (GPS) unit with a level of accuracy ranging from 8 to 24 feet. RBC staff refined the data using aerial photographs and topographic maps with one-foot contours to ensure accuracy.

All figures generated for this ARDR follow the Corps' Updated Map and Drawing Standards for the South Pacific Division Regulatory Program (Corps 2016).

The below subsections provide the aquatic resources delineation methods used per agency; Appendix C provides additional details regarding the agencies' applicable regulations and guidance associated with this ARDR.

### **3.2.1 CORPS**

#### ***Ordinary High Water Mark Delineation***

Aquatic resources with a defined ordinary high water mark (OHWM) would be considered potential non-wetland waters of the U.S. Corps regulations at 33 Code of Federal Regulations (CFR) 329.11 define an OHWM as "the line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas" (51 Federal Register [FR] 41251, November 13, 1986). RBC staff used guidance provided in *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (OHWM Field Guide; Corps 2008a) and Regulatory Guidance Letter (RGL) 05-05 to estimate the extent of an OHWM in the field where applicable. For each feature exhibiting the potential presence of an OHWM, RBC completed a 2010 Arid West Ephemeral and Intermittent Streams OHWM Datasheet following the guidance provided in the *Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (OHWM Datasheet; Corps 2010). Per the 2010 OHWM Datasheet, common indicators of an OHWM include a break in slope (i.e., abrupt cut in bank slope created by hydrogeomorphic processes across the landscape), changes in average sediment texture between floodplain units (i.e., low-flow, active floodplain, low terrace), and changes in vegetation species and/or cover between floodplain units.

#### ***Wetland Delineation***

Field staff examined potential wetland waters of the U.S. using the routine determination methods set forth in Part IV, Section D, Subsection 2 of the Corps 1987 *Wetland Delineation Manual* (Wetland Manual; Environmental Laboratory 1987) and the 2008 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0* (Arid West Supplement; Corps 2008b) where potential wetland conditions occur within the review area (e.g., areas with depressions, drainage patterns, and/or wetland vegetation where flooding or ponding could occur to create wetland conditions). Areas that meet the three parameters per the Arid West Supplement (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology, following methods set forth in the Wetland Manual and Arid West Supplement) would be considered wetland waters of the U.S. RBC staff base wetland plant indicator status (i.e., Obligate [OBL], occurs 99+% in wetlands; Facultative Wetland [FACW], occurs 67-99% in wetlands; Facultative [FAC], occurs 34-66% in wetlands; Facultative Upland [FACU], occurs 1-33% in wetlands; Upland [UPL], occurs



99+% in uplands; and Not Listed [NL], considered UPL for wetland delineation purposes) on the *National Wetland Plant List* (NWPL; Corps 2018) and hydric soils indicators on *Field Indicators of Hydric Soils in the United States, Version 8.2* (NRCS 2018a). Soil chromas were identified in the field according to *Munsell Soil-Color Charts with Genuine Munsell Color Chips* (Munsell Color 2015) and per the Wetland Manual and Arid West Supplement. Plants identified at wetland delineation sampling locations were identified according to *The Jepson Manual: Vascular Plants of California, 2<sup>nd</sup> edition* (Baldwin et al. 2012) and nomenclature followed Jepson eFlora (Jepson Flora Project 2019).

### **3.2.2 RWQCB**

#### ***Ordinary High Water Mark Delineation***

The State Water Resources Control Board (SWRCB) and RWQCBs do not have regulations or guidance on defining the extent of non-wetland waters of the State. As such, field staff identified the lateral limits of potential non-wetland waters of the State using the same methods for determining an OHWM per the Corps as described in Section 3.2.1 as they have generally been considered coincident.

#### ***Wetland Delineation***

The State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (the Procedures; SWRCB 2021) defines wetland waters of the State. The Procedures were adopted on April 2, 2019; went into effect on May 28, 2020; and were revised on April 6, 2021. As detailed in the Procedures, the SWRCB and RWQCBs define a wetland as follows: “An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area’s vegetation is dominated by hydrophytes or the area lacks vegetation” (SWRCB 2021).

The Procedures provide that RWQCBs shall rely on a wetland delineation from a final ARDR verified by the Corps to determine the extent of wetland waters of the State. If any potential wetland areas have not been delineated in a final ARDR verified by the Corps, the limits of such potential wetland waters of the State shall be identified using the same wetland delineation methods per the Corps as described in Section 3.2.1, except that a lack of vegetation (i.e., less than 5 percent areal coverage of plants during the peak of the growing season) does not preclude an area from meeting the definition of a wetland waters of the State (SWRCB 2021).

### **3.2.3 CDFW**

#### ***Lake, Streambed, and Associated Riparian and Wetland Habitat Delineation***

CDFW jurisdiction relies on the presence of a lake and/or streambed and associated riparian or wetland habitat. Lakes include “natural lakes or man-made reservoirs” (14 California Code of Regulations [CCR] § 1.56). CDFW regulations define a streambed as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports riparian vegetation” (14 CCR § 1.72). The 1987 *Rutherford v. State of California* (188 Cal. App. 3d

1268) decision further provided that a streambed is the “channel of a water course; the depression between the banks worn by the regular and usual flow of the water.” A streambed includes the “[a]rea extending between the opposing banks measured from the foot of the banks from the top of the water at its ordinary stage, including sand bars which may exist between the foot of said banks....” (188 Cal. App. 3d 1268). The bank is defined as “the slope or elevation of land that bounds the bed of the stream in a permanent or long-standing way, and that confines the stream water up to its highest level” (*The People v. Phillip Wright Osborn*, 116 Cal. App. 4<sup>th</sup> 764).

Riparian habitat refers to vegetation and habitat associated with a stream. CDFW-jurisdictional habitat includes all riparian shrub or tree canopy that may extend beyond the banks of a stream. Isolated riparian habitat (i.e., where riparian vegetation does not appear associated with an ephemeral wash) is not considered CDFW-jurisdictional.

CDFW follows the USFWS wetland definition and classification system, which defines a wetland as transitional land between terrestrial and aquatic systems having one or more of the following attributes: “(1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year” (USFWS 1979). A wetland is presumed when all three attributes are present; if less than three attributes are present the presumption of a wetland must be supported by “the demonstrable use of wetland areas by wetland associated fish or wildlife resources, related biological activity, and wetland habitat values” (California Fish and Game Commission [CFGF] 1994).

Potential CDFW-jurisdictional wetland boundaries were determined based on the presence of wetland areas supported by a lake or streambed. Wetland delineation methods to determine the presence of one or more wetland attributes included the same methods per the Corps as described in Section 3.2.1.

Based on the above, potential CDFW-jurisdictional aquatic resources delineated included lakes and/or streambeds and their associated riparian and wetland habitats. Field staff delineated the lateral extent of potential CDFW jurisdiction to be “bank to bank” for a streambed or to the “dripline” of riparian habitat and/or wetland boundary, if present.

## **4 SITE ALTERATIONS, CURRENT AND PAST LAND USE**

RBC staff reviewed Google Earth Pro (Google Earth 2021), the University of California – Santa Barbara (UCSB; UCSB n.d.) database, the 2006 *Sunny-Cal Specific Plan Draft EIR* (Michael Brandman Associates 2006), and the 2004 *Sunny-Cal JD Report* (Michael Brandman Associates 2004) to assess historic and ongoing land uses within the review area.

Based on a review of Google Earth Pro and the UCSB database, various potentially jurisdictional features (e.g., Non-Wetland Water [NWW-] 2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 per Section 6 below) occurred within their current locations in the review area at least as far back as May 1938 (i.e., the earliest aerial image available; Appendix D). Agriculture fields or farming operations are also visible on historic aerials as far back as May 1938 and are primarily concentrated in the northeastern portion of the review area until around June 1980 (UCSB n.d.; Appendix D). By September 1996, farming operations were expanded further into the center of the review area through the construction of several large poultry sheds (UCSB n.d.; Appendix

D). Based on a review of the 2004 *Sunny-Cal JD Report*, the review area encompasses the previously active Sunny-Cal Poultry Farm, which contained operations buildings, employee housing, and poultry sheds, and housed other livestock such as pigs and cattle (Michael Brandman Associates 2004). Per historic aerials, runoff from these developments may have resulted in the creation of various ditches, erosional features, and swales (further described in Section 6 below; Appendix D). Remains of these developments, such as shed and building foundations, exist to this day. Furthermore, per the 2004 *Sunny-Cal JD Report*, the former poultry farm developed various human-made settling basins throughout the review area which were utilized as manure holding areas (e.g., Basin [B-] 1, B-2, B-3, B-4, and B-5, per Section 6 below; Michael Brandman Associates 2004). These basins were established between September 1996 and December 2003 (UCSB n.d.; Appendix D). Normal circumstances were assumed to be present within the review area.

The *Sunny-Cal Specific Plan Draft EIR* determined four drainages within the review area to be Corps- and CDFW-jurisdictional (Michael Brandman Associates 2006) within the general locations of NWW-2, NWW-2B, NWW-3, NWW-3B, NWW-3B1, and portions of NWW-3A, further discussed in Section 6 below. Furthermore, the associated Sunny Cal Egg Ranch Specific Plan (Tract 36583) Project was previously permitted and mitigated under various regulatory approvals in 2015-2016 (CWA Section 404 Nationwide Permit 29 and 43 [File No. SPL-2014-00601-JEM]; CWA Section 401 Water Quality Certification [SARWQCB Project No. 332014-20]; and CDFW SAA No. 1600-2014-0180-R6 [Revision 2]) and included permanent impacts to waters of the U.S./State and streambed/riparian habitat; however, the Sunny Cal Egg Ranch Specific Plan (Tract 36583) Project did not move forward and the previously permitted impacts did not occur. Furthermore, site ownership and project design has changed. As such, this ARDR supercedes previous delineations for review area and will be used to support future permitting associated with the Beaumont Summit Station Project.

The following sections provide additional details regarding site alterations and land use specific to on-site soils, hydrology, and vegetation based on available data and the site visit.

#### 4.1 SOILS

Based on the NRCS soils data map (Figure 4), seven soil map units, outlined below in Table 2, occur within the review area:

Table 2. Soil Mapped within Review Area

Soil Map Unit	Soil Series/Unit	Geomorphic Surface	Taxonomic Class	NRCS Hydric Status
Greenfield sandy loam, 2 to 8 percent slopes, eroded	Greenfield	Alluvial fans, terraces	Coarse-loamy, mixed, active, thermic Typic Haploxeralfs	No
Greenfield sandy loam, 8 to 15 percent slopes, eroded	Greenfield	Alluvial fans, terraces	Coarse-loamy, mixed, active, thermic Typic Haploxeralfs	No
Ramona sandy loam, 2 to 5 percent slopes, eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No

Soil Map Unit	Soil Series/Unit	Geomorphic Surface	Taxonomic Class	NRCS Hydric Status
Ramona sandy loam, 5 to 8 percent slopes, eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 8 to 15 percent slopes, severely eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 15 to 25 percent slopes, severely eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Terrace escarpments	N/A	Terraces	N/A	No

The National Technical Committee for Hydric Soils defines hydric soils; *Changes in Hydric Soils Database Selection Criteria* (77 FR 12234) outlines the current four hydric soil criteria. The NRCS does not list any of the soil map units within the review area as hydric.

The soils outlined above in Table 2 are further described below per the USDA's *NRCS Official Soil Series Description and Series Classification* database (NRCS 2018b) and the USDA's *Soil Survey of Western Riverside Area, California* (1971):

***Greenfield sandy loam, 2 to 8 percent slopes, eroded*** – The Greenfield series consists of deep, well-drained soils that formed in moderately coarse and coarse alluvium derived from granitic rock and other mixed rock sources. Greenfield soils have slow to medium runoff, moderately rapid permeability, and slopes ranging from 0 to 30 percent. These soils occur on alluvial fans and terraces at elevations of 100 to 3,500 feet amsl. Greenfield soil is used for production of field, forage, and fruit crops and also for growing grain and pasture. Uncultivated areas consist of annual grasses, forbs, some shrubs, and some oak trees. The NRCS does not list Greenfield sandy loam, 2 to 8 percent slopes, eroded, which occurs on site, as hydric.

***Greenfield sandy loam, 8 to 15 percent slopes, eroded*** – The Greenfield series consists of deep, well-drained soils that formed in moderately coarse and coarse alluvium derived from granitic rock and other mixed rock sources. Greenfield soils have slow to medium runoff, moderately rapid permeability, and slopes ranging from 0 to 30 percent. These soils occur on alluvial fans and terraces at elevations of 100 to 3,500 feet amsl. Greenfield soil is used for production of field, forage, and fruit crops and also for growing grain and pasture. Uncultivated areas consist of annual grasses, forbs, some shrubs, and some oak trees. The NRCS does not list Greenfield sandy loam, 8 to 15 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 2 to 5 percent slopes, eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 2 to 5 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 5 to 8 percent slopes, eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 5 to 8 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 8 to 15 percent slopes, severely eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 8 to 15 percent slopes, severely eroded, which occurs on site, as hydric.

***Ramona sandy loam, 15 to 25 percent slopes, severely eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 15 to 25 percent slopes, severely eroded, which occurs on site, as hydric.

***Terrace escarpments*** – Terrace escarpments consist of variable alluvium on terraces or gullies derived from granite, gabbro, metamorphosed sandstone, sandstone, or mica-schist. Slopes range from 30 to 75 percent. Vegetation is sparse and includes annual grasses, salvia (*Salvia* sp.), flat-top buckwheat (*Eriogonum fasciculatum*), and chamise (*Adenostoma fasciculatum*). Areas of terrace escarpments are used primarily for watershed and as wildlife habitat. The NRCS does not list terrace escarpments, which occurs on site, as hydric.

As stated in the Arid West Supplement, RBC used the hydric soils list as a tool and made final hydric soils determinations based on field-collected data at representative wetland delineation sample points deemed appropriate on site as recorded on the attached Arid West Wetland Determination Data Forms (Appendix E) discussed further in Section 6.1.

## 4.2 HYDROLOGY

Per the review of on-line data sources, USGS NHD maps one “Stream/River” (ephemeral) in the western portion of the review area, one “Stream/River” (ephemeral) in the southern portion of the review area, and six “Reservoirs” in the central and western portions of the review area (Figure 2; USGS 2020). USFWS NWI maps one feature with a designation of “Riverine” in the southern portion of the review area (Figure 4; USFWS 2019). USFWS NWI classifies the onsite feature as Riverine, R4SBA, indicating that the feature is an intermittent (R4) streambed (SB) that temporarily floods (A). However, based on field observations in April and June 2021, the on-site features are

expected to convey ephemeral flows (i.e., only in direct response to precipitation).

The primary known hydrologic source for the observed on-site drainages and “reservoirs,” discussed further below, is direct precipitation only. The southern USGS NHD and USFWS NWI feature also receives runoff from development south of the review area that is collected and conveyed on site through a culverted storm drain outlet that flows north under Brookside Avenue. Previously, on-site drainages also received runoff from the former on-site agricultural operations (poultry and livestock farm) and the on-site “reservoirs” were used as settling basins to hold manure from chicken, pigs, and cows.

Based on field observations, the on-site USGS NHD feature within the western portion of the review area travels west, then continues off site. The USGS NHD and USFWS NWI feature within the southern portion of the review area enters the review area then drains through two culvert outlets under Brookside Avenue, travels northwest, then continues off site. The USGS NHD maps the two features as converging just west of the review area and continuing as an ephemeral stream for approximately 4 miles until transitioning to an intermittent stream for approximately 7.5 miles, then connecting with the San Timoteo Wash. The San Timoteo Wash then continues for approximately 6.6 miles before outletting into the Santa Ana River, which ultimately discharges into the Pacific Ocean (USGS 2020).

### 4.3 VEGETATION

Table 3 provides vegetation community acreages within the review area based on vegetation mapping conducted by RBC biologists on April 22, 2021 (Figure 6). The review area primarily consists of non-native grassland. The vegetation community classifications generally follow Holland’s *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) and are consistent with the *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP; Dudek & Associates, Inc. 2003) vegetation mapping classification.

Table 3. Vegetation Communities within Review Area

Vegetation Community/Land Cover Type	Acre(s) <sup>1</sup>
Blue Elderberry ( <i>Sambucus nigra</i> ssp. <i>caerulea</i> ) Stands	0.31
Chamise Chaparral	0.19
Developed	61.66
Disturbed Habitat	1.59
Eucalyptus Woodland	0.80
Mulefat Scrub	2.32
Non-native Grassland	146.83
Non-native Riparian	2.37
Non-native Vegetation	0.81
Riversidean Sage Scrub	1.12

Vegetation Community/Land Cover Type	Acre(s) <sup>1</sup>
Torrey's Scrub Oak ( <i>Quercus x acutidens</i> ) Stands	1.37
Total	219.37

<sup>1</sup> Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

### ***Blue Elderberry Stands***

Individual stands of blue elderberry (*Sambucus nigra* ssp. *caerulea*) occur within the review area (0.31 acre). Blue elderberry is a tall woody shrub that can grow up to 25 feet tall. The blue elderberry trees within the review area do not represent a specific vegetation community, rather a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat.

### ***Chamise Chaparral***

Chamise chaparral is overwhelmingly dominated by chamise. Chamise chaparral within the review area (0.19 acre) contains some individuals of California buckwheat and occurs along the northwestern review area boundary. Chamise chaparral continues as patches within non-native grassland west of the review area.

### ***Developed***

Developed land does not support native vegetation and includes human-made structures. Developed land within the review area (61.66 acres) includes buildings and paved surfaces associated with the former agricultural operations.

### ***Disturbed Habitat***

Disturbed habitat is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g. disturbed Riversidean sage scrub). Disturbed habitat is typically found in vacant lots, along roadsides, within construction staging areas, and in abandoned fields. The habitat is typically dominated by non-native annual species and perennial broadleaf species. Disturbed habitat within the review area (1.59 acres) occurs within the gravel driveways and staging areas that support the sparse growth of non-native grasses and forbaceous species.

### ***Eucalyptus Woodland***

Eucalyptus woodland (*Eucalyptus* spp.) habitat ranges from single-species thickets with little or no shrubby understory to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus forms a dense stand with a closed canopy. Eucalyptus species produce a large amount of leaf and bark litter, the chemical and physical characteristics of which limit the ability of other species to grow in the understory, decreasing floristic diversity. A large stand of eucalyptus woodland occurs along the western border of the review area (0.80 acre).

### ***Mulefat Scrub***

Mulefat scrub consists of mulefat (*Baccharis salicifolia*) as the dominant or co-dominant species

within a continuous shrub canopy or thicket. A few isolated, individual willows (*Salix* spp.) also occur within the continuous mulefat scrub. The herbaceous layer is typically sparse. Mulefat scrub within the review area (2.32 acres) is approximately 10-15 feet in height and co-occurs with the blue elderberry stands and non-native riparian vegetation within the canyons and drainages in the southwest.

#### ***Non-native Grassland***

Non-native grassland within the review area is dominated by ripgut brome (*Bromus diandrus*) but also contains occurrences of other non-native grass and forbaceous species such as red brome (*Bromus rubens*), Mediterranean barley (*Hordeum marinum*), and short-pod mustard (*Hirschfeldia incana*). Rigid fiddleneck (*Amsinckia menziesii*) was observed within the non-native grassland habitat growing out of the topographical depressions in the western portion of review area. The review area is frequently mowed and was previously grazed using cattle, keeping non-native grasses and ruderal species fairly low to the ground. Non-native grassland (146.83 acres) occurs throughout much of the review area.

#### ***Non-native Riparian***

Non-native riparian habitat includes densely vegetated riparian thickets dominated by non-native, invasive species. Non-native riparian habitat within the review area (2.37 acres) consists of monotypic stands of tree of heaven (*Ailanthus altissima*), occurring within the drainages in the southwestern portion of the review area. Tree of heaven are large trees with some individuals exceeding 30 feet in height. Virtually no understory occurs within the stands of tree of heaven that occur within the review area.

#### ***Non-native Vegetation***

Non-native vegetation refers to areas where non-native ornamentals and landscaping have been installed. Non-native vegetation within the review area (0.81 acre) occurs just south of Brookside Avenue and is dominated by tree of heaven and pine trees (*Pinus* sp.)

#### ***Riversidean Sage Scrub***

Riversidean sage scrub (1.12 acres) is a form of coastal sage scrub found in Riverside County consisting of low, soft shrubs. The review area supports small patches of Riversidean sage scrub that are dominated by California sagebrush (*Artemisia californica*) and California buckwheat and contain non-native grasses between shrubs. Riversidean sage scrub is found in the southwestern portion of the review area and along the southern review area boundary.

#### ***Torrey's Scrub Oak Stands***

Mature individuals of Torrey's scrub oak (*Quercus x acutidens*) form distinct stands (1.37 acres) occurring along the upper banks of canyons and drainages within the western portion of the review area. Torrey's scrub oak is a small oak tree and on-site Torrey's scrub oak do not exceed 25 feet in height. Non-native grasses occur as the understory between individual trees. The stands of Torrey's scrub oak within the review area do not represent a specific vegetation community (e.g., scrub oak chaparral), but are a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat.



## 5 PRECIPITATION DATA AND ANALYSIS

RBC utilized the NRCS Agricultural Applied Climate Information System (AgACIS) database for the Beaumont 2.5 NW station (approximately 0.7 mile southeast) to access pre-site visit precipitation data (NRCS 2021), as shown in Table 4.

RBC also utilized the Corps' Antecedent Precipitation Tool (APT) to assess whether or not the delineation date occurred in a drier, average, or wetter than normal period for the review area (Corps 2020). The Corps created the APT to assist with determining "typical year" precipitation conditions for a review area (i.e., the normal periodic range of precipitation and other climate variables for the waterbody). Additionally, the APT can also generally inform the regulatory agencies whether or not normal hydrologic/climatic conditions were on site at the time of the site visit and assist with completion of the Wetland Determination Data Forms (Appendix E).

### 5.1 PRECIPITATION SUMMARY

Table 4 describes the estimated monthly total precipitation for the review area from June 2020 to May 2021 to provide the pertinent pre-site visit precipitation data from the NRCS database for the Beaumont 2.5 NW, California NWS station (NRCS 2021).

Table 4. Precipitation Data for June 2020 to May 2021

	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Monthly Total Precipitation (inch[es])	0.11	0.00	0.00	0.00	T*	0.70	1.26	2.48	0.15	1.94	0.13	M <sup>1</sup>

<sup>1</sup>Per AgACIS database: "Values of 'M' indicate missing data and 'T' indicates a trace."

### 5.2 ANTECEDENT PRECIPITATION TOOL DATA

The APT provides three climatological parameters: Palmer Drought Severity Index (PDSI), season, and antecedent precipitation condition. The PDSI is a standardized index calculated on a monthly basis with PDSI value outputs ranging from -10 (extremely dry) to +10 (extremely wet) (National Oceanic and Atmospheric Administration [NOAA] 2020) to assess drought conditions (i.e., PDSI Class). The APT determines wet vs. dry season based on related procedures provided in the applicable regional supplement for the review area (i.e., Arid West Supplement). The antecedent precipitation condition is classified as drier than normal with an antecedent runoff condition (ARC) score less than 10; normal with an ARC score between 10 to 14; or wetter than normal with an ARC score greater than 14 (Corps 2000).

Table 5 summarizes the key data extrapolated from the APT output to compare the current year 30-day rolling total to the averaged 30-year normal for the weather stations with comprehensive historical data within 30 miles of the review area: estimated drought conditions, wet or dry season determination, ARC score, and antecedent precipitation condition. The APT output provided in Appendix F and summarized in Table 5, noted a PDSI Class of "severe drought" on April 22, 2021 and "extreme drought" on June 3, 2021 and June 7, 2021 for the review area; the precipitation and climatic conditions were classified as "drier than normal" on April 22, 2021 and "normal" on

June 3, 2021 and June 7, 2021 for the review area based on the 30-day rolling totals for the three months preceding the field survey dates. Field staff considered the drought conditions during the field delineation, evaluated how the drought conditions could affect the data collected on the Arid West Wetland Determination Data Forms and Ephemeral and Intermittent Streams OHWM Datasheets (Appendix E), and used recent and historic aerials to ensure appropriate representation of the extent of the on-site aquatic features for this ARDR despite 2021 drought conditions.

Table 5. Antecedent Precipitation Tool Data for the Review Area

Field Survey Date	PDSI Value	PDSI Class	Season	ARC Score	Antecedent Precipitation Condition
4/22/2021	-3.99	Severe drought	Dry season	9	Drier than normal
6/03/2021	-4.98	Extreme drought	Dry season	10	Normal conditions
6/07/2021	-4.98	Extreme drought	Dry season	11	Normal conditions

## 6 DESCRIPTION OF OBSERVED POTENTIAL AQUATIC RESOURCES

The following descriptions of observed potential aquatic resources within the review area document the presence or absence of aquatic resource indicators per the methods discussed in Section 3. The subsections below are intended to be reviewed independently under each agency's purview unless otherwise directed in the text (i.e., the aquatic resource description is the same between two or more agencies) given the various regulatory definitions and standards per each agency.

Appendix G provides site photographs of the features within the review area; all figures in the Figure 5 series display representative photo points.

### 6.1 CORPS WETLAND WATERS OF THE U.S.

RBC collected data at three representative Wetland Data Form Points (WDP) within the review area, one within NWW-2 (see *Non-Wetland Water 2* in Section 6.2 below), one within NWW-3 (see *Non-Wetland Water 3* in Section 6.2 below), and one within B-4 (see *Basins 1 – 5* in Section 6.6 below), to determine the presence or absence of jurisdictional wetland waters of the U.S. (Figure 5A; Appendix E). The delineated aquatic features on site did not meet the appropriate wetland parameters to qualify as wetland waters of the U.S. based on the data collected during the field delineation, as discussed further in Section 6.2.

### 6.2 CORPS NON-WETLAND WATERS OF THE U.S.

#### *Non-Wetland Water 1*

NWW-1 is a vegetated, earthen-bottom drainage that occurs within the far western portion of the review area (Figure 5A). Specifically, NWW-1 is an approximately 175-linear foot feature within an area of non-native grassland, the upstream extent of which appeared severely incised and erosional. After approximately 145 linear feet, NWW-1 converges with NWW-1A (see *Non-Wetland*

Water 1A below) before continuing off site and downstream, and exhibiting a more defined bed and bank with established vegetation along the banks.

OHWM Datasheet Point (ODP) 3 (see *Non-Wetland Water 1A* below) represents the OHWM within NWW-1 given the similar conditions observed within NWW-1A; similarly, WDP 2 (see *Non-Wetland Water 2* below) provides representative wetland delineation data for NWW-1 given the similar conditions observed within NWW 2. The estimated OHWM within NWW-1 measured approximately four feet wide until NWW-1 converged with NWW-1A, at which point the OHWM increased to approximately six feet wide.

#### ***Non-Wetland Water 1A***

NWW-1A is a vegetated, earthen-bottom drainage that occurs within the far western portion of the review area and is a tributary of NWW-1 (Figure 5A). Specifically, NWW-1A is an approximately 156-linear foot feature within an area of non-native grassland that, similar to NWW-1, originates as a severely incised and erosional feature.

An OHWM delineation was conducted within the drainage to confirm the presence or absence of OHWM indicators. ODP 3 confirmed the presence of the following OHWM indicators within NWW-1A: a faint break in bank slope and change in vegetation cover between the active floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 3). WDP 2 (see *Non-Wetland Water 2* below) was representative of the conditions in NWW-1A. Based on the data collected, the estimated OHWM measured approximately six feet wide throughout the extent of NWW-1A.

#### ***Non-Wetland Water 2***

NWW-2 is a vegetated, earthen-bottom drainage that travels through the western portion of the review area, south of NWW-1 (Figure 5A). Specifically, NWW-2 is an approximately 1,018-linear foot feature within an area of non-native grassland that initiates just west of B-4 (see *Basin 4* below). After approximately 200 linear feet, NWW-2 converges with NWW-2A (see *Non-Wetland Water 2A* below), then flows approximately 90 linear feet before converging with NWW-2B (see *Non-Wetland Water 2B* below) after which NWW-2 continues an additional 70 linear feet before converging with NWW-2C (see *Non-Wetland Water 2C* below). After converging with NWW-2C, NWW-2 flows approximately 658 linear feet before continuing off site and downstream.

A wetland and OHWM delineation were conducted within NWW-2 to confirm the presence or absence of wetland parameters and/or OHWM indicators. ODP 4 confirmed the presence of the following OHWM indicators within NWW-2: a break in bank slope and change in vegetation cover between the active floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 4). Based on the data collected, the estimated OHWM ranged from three feet to four feet wide throughout the extent of NWW-2.

WDP 2 was taken within a vegetated area dominated by blue elderberry (FACU), mulefat (FAC), false brome (*Brachypodium distachyon*; NL/UPL), and ripgut brome (NL/UPL). WDP 2 did not meet the hydrophytic vegetation, hydric soil, or wetland hydrology parameters (Figure 5A; Appendix E, WDP 2).

#### ***Non-Wetland Water 2A***

NWW-2A is a vegetated, earthen-bottom drainage that occurs within the western portion of the

review area and is a tributary to NWW-2 (Figure 5A). Specifically, NWW-2A displays a faint OHWM and flows for approximately 168 linear feet through a small area dominated by mulefat and non-native grasses before converging with NWW-2 (see *Non-Wetland Water 2* above).

ODP 4 (see *Non-Wetland Water 2* above) was representative of the OHWM in NWW-2A. WDP 2 (see *Non-Wetland Water 2* above) was representative of the conditions in NWW-2A. Based on the data collected, the estimated OHWM ranged from one foot to two feet wide.

#### ***Non-Wetland Water 2B***

NWW-2B is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5A). Specifically, NWW-2B travels for approximately 175 linear feet through an area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2* above).

ODP 4 (see *Non-Wetland Water 2* above) represents the OHWM within NWW-2B given the similar conditions observed within NWW-2; similarly, WDP 2 (see *Non-Wetland Water 2* above) provides representative wetland delineation data for NWW-2B given the similar conditions observed within NWW 2. Based on the data collected, the estimated OHWM measured approximately three feet wide.

#### ***Non-Wetland Water 2C***

NWW-2C is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5A). Specifically, NWW-2C flows for approximately 109 linear feet through a small area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2* above).

ODP 4 (see *Non-Wetland Water 2* above) represents the OHWM within NWW-2C given the similar conditions observed within NWW-2; WDP 2 (see *Non-Wetland Water 2* above) also provides representative wetland delineation data for NWW-2C. Based on the data collected, the estimated OHWM measured approximately three feet wide.

#### ***Non-Wetland Water 3***

NWW-3 is a vegetated, earthen-bottom drainage that flows through the southern portion of the review area (Figure 5A). Specifically, NWW-3 is an approximately 2,710-linear foot feature that enters the southern boundary of the review area then immediately flows through two culvert outlets under Brookside Avenue. After exiting the culverts, NWW-3 continues northwest for approximately 600 linear feet through an area of non-native grassland, before converging with NWW-3A (see *Non-Wetland Water 3A* below). NWW-3 then flows northwest for approximately 1,740 linear feet through areas of non-native grassland, mulefat scrub, blue elderberry stands, and non-native riparian, until converging with NWW-3B (see *Non-Wetland Water 3B* below). After converging with NWW-3B, NWW-3 flows west approximately 370 linear feet before continuing off site and downstream.

A wetland and OHWM delineation were conducted within NWW-3 to confirm the presence or absence of wetland parameters and/or OHWM indicators. ODP 7 confirmed the presence of the following OHWM indicators within NWW-3: a faint break in slope, change in average sediment texture, change in vegetation cover, and change in vegetation species between the active

floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 7). Based on the data collected, the estimated OHWM ranged from four feet to eight feet wide throughout the extent of NWW-3.

WDP 3 was taken within a sparsely vegetated area dominated by mulefat (FAC). WDP 3 met the hydrophytic vegetation parameter; however, WDP 3 did not meet the hydric soil or wetland hydrology parameters (Figure 5A; Appendix E, WDP 3).

#### ***Non-Wetland Water 3A***

NWW-3A is a vegetated, earthen-bottom drainage that occurs within the southern portion of the review area, east of NWW-3, and is a tributary to NWW-3 (Figure 5A). NWW-3A likely resulted from runoff from former agricultural fields in the northeast corner of the review area and adjacent fields to the east of the review area, based on a review of historic aerials (Appendix D). Furthermore, NWW-3A appeared to have previously convey surface flows/runoff downslope from the former farming operations within the review area, based on its location just south of the former poultry sheds and a review of historic aerials (Appendix D). Specifically, NWW-3A is an approximately 1,290-linear foot feature that originates at the western extent of Swale (S-) 1 (see *Swales 1–5* below) and eventually converges with NWW-3 (see *Non-Wetland Water 3* above).

An OHWM delineation was conducted within the drainage to confirm the presence or absence of OHWM indicators. ODP 5 confirmed the presence of the following OHWM indicators within NWW-3A: a break in bank slope, change in average sediment texture, and change in vegetation cover between the active floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 5). WDP 3 (see *Non-Wetland Water 3* above) was representative of the conditions in NWW-3A.

Based on the data collected, the estimated OHWM ranged from approximately three feet to six feet wide throughout the extent of NWW-3A.

#### ***Non-Wetland Water 3B***

NWW-3B is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area, directly west of what remains of the former poultry sheds (Figure 5A). NWW-3B is a tributary to NWW-3 that likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B appeared to previously convey surface flows/runoff from the former farming operations within the review area (Appendix D). Specifically, NWW-3B is an approximately 1,273-linear foot feature that originates just west of the western extent of Erosional Feature (EF-) 8 (see *Erosional Features 1 – 8* below), then travels approximately 393 linear feet before converging with NWW-3B1 (see *Non-Wetland Water 3B1* below), then continues another 880 linear feet before converging with NWW-3 (see *Non-Wetland Water 3* above).

ODP 5 (see *Non-Wetland Water 3A* above) provides representative data for the OHWM in NWW-3B given similar conditions within the two features. WDP 3 (see *Non-Wetland Water 3* above) provides representative wetland delineation data in NWW-3B. Based on the data collected, the estimated OHWM measured approximately four feet wide throughout the extent of NWW-3B.

#### ***Non-Wetland Water 3B1***

NWW-3B1 is a vegetated, earthen-bottom drainage that occurs within the western portion of the

review area and is a tributary to NWW-3B (Figure 5A). NWW-3B1 likely also resulted from runoff from former agricultural fields in the northeast corner of the review area, based a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B1 appeared to previously convey surface flows/runoff from the former farming operations within the review area. Specifically, NWW-3B1 is an approximately 409-linear foot feature that originates at the western extent of S-5 (see *Swales 1 – 5* below), then drains south/southwest as it gradually widens before converging with NWW-3B (see *Non-Wetland Water 3B* above).

Data collected at ODP 5 (see *Non-Wetland Water 3A* above) represents of the OHWM observed within NWW-3B1. WDP 3 (see *Non-Wetland Water 3* above) also provides wetland delineation data in NWW-3B1. Based on the data collected, the estimated OHWM ranged from approximately one foot to four feet wide.

### **6.3 CDFW STREAMBED AND ASSOCIATED RIPARIAN AND WETLAND HABITATS**

As outlined in Section 6.1, RBC collected data at three representative WDPs within the review area to determine the presence or absence of potential CDFW-jurisdictional wetlands (Figure 5B; Appendix E). The delineated aquatic features on site did not meet the appropriate wetland parameters to qualify as CDFW-jurisdictional wetlands based on the data collected during the field delineation.

Figure 5B displays the estimated extent of streambed, delineated based on the top of the channel banks, and associated riparian habitat within the review area; Table 7 provides additional details.

#### ***Non-Wetland Water 1: Vegetated Streambed***

NWW-1 is a heavily vegetated, earthen-bottom drainage that occurs within the far western portion of the review area (Figure 5B). Specifically, NWW-1 is an approximately 175-linear foot feature ranging from approximately nine feet to 21 feet wide from bank to bank, within an area of non-native grassland, the upstream extent of which appeared severely incised and erosional. After approximately 145 linear feet, NWW-1 converges with NWW-1A (see *Non-Wetland Water 1A: Vegetated Streambed* below) before continuing off site and downstream, and exhibiting a more defined bed and bank with established vegetation along the banks. The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 1A: Vegetated Streambed***

NWW-1A is a heavily vegetated, earthen-bottom drainage that occurs within the far western portion of the review area and is a tributary of NWW-1 (Figure 5B). Specifically, NWW-1A is an approximately 156-linear foot feature ranging from approximately eight feet to 30 feet wide from bank to bank, within an area of non-native grassland that, similar to NWW-1, originates as a severely incised and erosional feature. The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 2: Vegetated Streambed***

NWW-2 is a vegetated, earthen-bottom drainage that travels through the western portion of the

review area, south of NWW-1 (Figure 5B). Specifically, NWW-2 is an approximately 1,018-linear foot feature ranging from approximately 15 feet to 60 feet wide from bank to bank, within an area of non-native grassland that initiates just west of B-4 (see *Basin 4* below). After approximately 200 linear feet, NWW-2 converges with NWW-2A (see *Non-Wetland Water 2A: Vegetated Streambed* below), then continues approximately 90 linear feet before converging with NWW-2B (see *Non-Wetland Water 2B: Vegetated Streambed* below), and travels an additional 70 linear feet before converging with NWW-2C (see *Non-Wetland Water 2C: Vegetated Streambed* below). After converging with NWW-2C, NWW-2 flows west approximately 658 linear feet before continuing off site and downstream. The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 2A: Vegetated Streambed***

NWW-2A is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5B). NWW-2A likely resulted from runoff from the former agricultural operations, based on field observations and a review of historic arials (Appendix D). Specifically, NWW-2A displays a faint streambed measuring approximately one foot to two feet wide from bank to bank, and flows for approximately 168 linear feet through a small area dominated by mulefat and non-native grasses before converging with NWW-2 (see *Non-Wetland Water 2: Vegetated Streambed* above). The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL), as well as mulefat (FAC).

#### ***Non-Wetland Water 2A: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-2A streambed includes mulefat scrub (Figure 5B).

#### ***Non-Wetland Water 2B: Vegetated Streambed***

NWW-2B is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5B). Specifically, NWW-2B ranges from approximately nine feet to 49 feet wide from bank to bank and travels for approximately 175 linear feet through an area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2: Vegetated Streambed* above). The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL), as well as mulefat (FAC).

#### ***Non-Wetland Water 2C: Vegetated Streambed***

NWW-2C is a vegetated earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5B). Specifically, NWW-2C ranges from approximately 20 feet to 47 feet wide from bank to bank and flows northwest for approximately 109 linear feet through a small area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2: Vegetated Streambed* above). The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL), as well as mulefat (FAC).

***Non-Wetland Water 3: Vegetated Streambed***

NWW-3 is a vegetated, earthen-bottom drainage that flows through the southern portion of the review area (Figure 5B). Specifically, NWW-3 is an approximately 2,710-linear foot that ranges from approximately 12 feet to 140 feet wide from bank to bank. NWW-3 enters the southern boundary of the review area then immediately drains through two culvert outlets under Brookside Avenue. After exiting the culverts, NWW-3 travels northwest for approximately 600 linear feet through an area of non-native grassland, before converging with NWW-3A (see *Non-Wetland Water 3A* below). NWW-3 then continues northwest for approximately 1,740 linear feet through areas of non-native grassland, mulefat scrub, blue elderberry stands, and non-native riparian, until converging with NWW-3B (see *Non-Wetland Water 3B: Vegetated Streambed* below). After converging with NWW-3B, NWW-3 flows west approximately 370 linear feet before continuing off site and downstream. The streambed is generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), shortpod mustard (NL/UPL), and horehound (*Marrubium vulgare*; FACU).

***Non-Wetland Water 3: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-3 streambed includes mulefat scrub, non-native riparian (dominated by tree of heaven [FACU]), and blue elderberry stands (Figure 5B).

***Non-Wetland Water 3A: Vegetated Streambed***

NWW-3A is a vegetated, earthen-bottom drainage that occurs within the southern portion of the review area, east of NWW-3, and is a tributary to NWW-3 (Figure 5B). NWW-3A likely resulted from runoff from former agricultural fields within the northeast corner of the review area and adjacent fields to the east of the review area, based on a review of historic aerials (Appendix D). Furthermore, NWW-3A appeared to have previously convey surface flows/runoff downslope from the former farming operations within the review area, based on its location just south of the former poultry sheds and a review of historic aerials (Appendix D). Specifically, NWW-3A is an approximately 1,290-linear foot feature ranging from approximately six feet to 65 feet wide from bank to bank that originates at the western extent of S-1 (see *Swales 1 – 5* below) and eventually flows into NWW-3 (see *Non-Wetland Water 3: Vegetated Streambed* above). The streambed is generally dominated by ripgut brome (NL/UPL), false brome (NL/UPL), shortpod mustard (NL/UPL), and horehound (FACU).

***Non-Wetland Water 3A: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-3A streambed includes blue elderberry stands (Figure 5B).

***Non-Wetland Water 3B: Vegetated Streambed***

NWW-3B is a vegetated earthen-bottom drainage that occurs within the western portion of the review area, directly west of what remains of the former poultry sheds (Figure 5B). NWW-3B is a tributary to NWW-3 that likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B appeared to previously convey surface flows/runoff from the former farming operations within the review area. Specifically, NWW-



3B is an approximately 1,273-linear foot feature ranging from approximately 20 feet to 70 feet wide from bank to bank that originates just west of the western extent of EF-8 (see *Erosional Features 1 – 8* below), then flows west approximately 393 linear feet before converging with NWW-3B1 (see *Non-Wetland Water 3B1: Vegetated Streambed* below), then travels another 880 linear feet before converging with NWW-3 (see *Non-Wetland Water 3: Vegetated Streambed* above). The streambed is generally dominated by ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 3B: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-3B streambed includes mulefat scrub (Figure 5B).

#### ***Non-Wetland Water 3B1: Vegetated Streambed***

NWW-3B1 is a vegetated earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-3B (Figure 5B). NWW-3B1 likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B1 appeared to previously convey surface flows/runoff from the former farming operations within the review area. Specifically, NWW-3B1 is an approximately 409-linear foot feature ranging from approximately five feet to 30 feet wide from bank to bank that originates at the western extent of S-5 (see *Swales 1 – 5* below), then continues south/southwest as it gradually widens before converging with NWW-3B (see *Non-Wetland Water 3B: Vegetated Streambed* above). The streambed is generally dominated by ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

### **6.4 RWQCB WETLAND WATERS OF THE STATE**

As outlined in Section 6.1, RBC collected data at three representative WDPs within the review area to determine the presence or absence of jurisdictional wetland waters of the State (Figure 5C; Appendix E). The delineated aquatic features on site did not meet the appropriate wetland parameters to qualify as wetland waters of the State based on the data collected during the field delineation.

### **6.5 RWQCB NON-WETLAND WATERS OF THE STATE**

Field staff identified the lateral limits of potential non-wetland waters of the State using the same methods for determining an OHWM per the Corps as described in Section 3.2.1. as they have generally been considered coincident; however, based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project (Santa Ana RWQCB 2022), the RWQCB has asserted jurisdiction beyond the limits of the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat). As such, RWQCB non-wetland boundaries are the same boundaries defined as CDFW-jurisdictional streambed and associated riparian habitat for the review area.

Figure 5C displays the estimated extent of RWQCB non-wetland waters within the review area; Table 8 provides additional details.

***Non-Wetland Water 1: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-1 are the same boundaries defined for NWW-1 described in Section 6.3 above (*Non-Wetland Water 1: Vegetated Streambed*).

***Non-Wetland Water 1A: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-1A are the same boundaries defined for NWW-1A described in Section 6.3 above (*Non-Wetland Water 1A: Vegetated Streambed*).

***Non-Wetland Water 2: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2 are the same boundaries defined for NWW-2 described in Section 6.3 above (*Non-Wetland Water 2: Vegetated Streambed*).

***Non-Wetland Water 2A: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2A are the same boundaries defined for NWW-2A described in Section 6.3 above (*Non-Wetland Water 2A: Vegetated Streambed*).

***Non-Wetland Water 2A: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-2A as described in Section 6.3 above (*Non-Wetland Water 2A: Riparian Habitat*).

***Non-Wetland Water 2B: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2B are the same boundaries defined for NWW-2B described in Section 6.3 above (*Non-Wetland Water 2B: Vegetated Streambed*).

***Non-Wetland Water 2C: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2C are the same boundaries defined for NWW-2C described in Section 6.3 above (*Non-Wetland Water 2C: Vegetated Streambed*).

***Non-Wetland Water 3: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3 are the same boundaries defined for NWW-3 described in Section 6.3 above (*Non-Wetland Water 3: Vegetated Streambed*).

***Non-Wetland Water 3: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-3 as described in Section 6.3 above (*Non-Wetland Water 3: Riparian Habitat*).

***Non-Wetland Water 3A: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3A are the same boundaries defined for NWW-3A described in Section 6.3 above (*Non-Wetland Water 3A: Vegetated Streambed*).

***Non-Wetland Water 3A: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-3A as described in Section 6.3 above (*Non-Wetland Water 3A: Riparian Habitat*).

***Non-Wetland Water 3B: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3B are the same boundaries defined for NWW-3B described in Section 6.3 above (*Non-Wetland Water 3B: Vegetated Streambed*).

***Non-Wetland Water 3B: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-3B as described in Section 6.3 above (*Non-Wetland Water 3B: Riparian Habitat*).

***Non-Wetland Water 3B1: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3B1 are the same boundaries defined for NWW-3B1 described in Section 6.3 above (*Non-Wetland Water 3B1: Vegetated Streambed*).

**6.6 OTHER FEATURES**

Field staff further investigated several areas with potential aquatic resource indicators, including basins, swales, erosional features, and an abandoned ditch as described below. Additionally, ODP 1 was taken within a lower topographic area between two gentle slopes (Figures 5A to 5C; Appendix E, ODP 1). This lower topographic area and other similar areas within the review area (See Appendix G, Photos 2, 3, 5, and 6) did not display an OHWM or exhibit bed and bank indicators, and did not appear to convey surface flows. As discussed in Section 4, the review area has been heavily manipulated and disturbed since at least 1938 based on review of historic aerials (Appendix D); many of the features discussed below are expected to be a result of the consistent manipulation of the review area.

Furthermore, the features discussed in this section are not discussed further in this ARDR as they are not anticipated to be jurisdictional under the Corps, RWQCB, or CDFW regulations, policy, and/or guidance based on the information provided in this section. An approved jurisdictional determination (AJD) can be provided under separate cover if required to confirm the features discussed below are not waters of the U.S.

***Swales 1 – 5***

Five swales (S-1 through S-5; Figures 5A to 5C) were observed during the field delineation that did not display an observable OHWM, bed and bank, or other evidence of conveying regular flows on

site. These disturbed swale features also did not appear to convey flows to downstream aquatic resources via observed flow patterns, culverts, or other flow paths. A summary of the observed swales are provided below.

S-1 is a slightly concave drainage area located in the southeastern corner of the review area that eventually converges with NWW-3A at its western extent. S-1 did not display an observable OHWM or bed and bank and instead appeared to convey surface flows from EF-4, which historically conveyed runoff from former agricultural fields in the neighboring properties east of the review area (Appendix D). ODP 6, taken in an area of non-native grassland, did not show evidence of a break in slope or a defined bed and bank between the swale and adjacent uplands. Additionally, ODP 6 did not contain a change in sediment texture, change in vegetation species or cover, or any other OHWM indicators between the swale and the adjacent upland area (Figures 5A to 5C; Appendix E, ODP 6). Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-2 is a slightly concave drainage area located in the southeastern portion of the review area, north of S-1, that converges with NWW-3A at its western extent. S-2 likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, S-2 appeared to have previously conveyed surface flows/runoff from the former farming operations within the review area based on its location just south of the former locations of the poultry sheds and a review of historic aerials (Appendix D). The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-2. Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-3 is a slightly concave drainage area located in the southeastern portion of the review area, west of S-1 and S-2, that converges with NWW-3A at its southern extent. S-3 appeared to have previously conveyed surface flows/runoff downslope from the former farming operations, based on its location just south of the former locations of the poultry sheds and a review of historic aerials (Appendix D). The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-3. Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-4 is a slightly concave drainage area located in the central portion of the review area, east of NWW-3B, that converges with EF-6 at its western extent. S-4 appeared to have previously conveyed surface flows/runoff from the former farming operations, based on its location just south of the former locations of the poultry sheds and a review of historic aerials (Appendix D). The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-4. Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-5 is a concave drainage area located in the central portion of the review area, just west of Ditch (D-) 1 (see *Ditch 1* below), that converges with NWW-3B1 at its western extent. S-5 appeared to have previously conveyed surface flows/runoff from an abandoned ditch (D-1) associated with the former agricultural operations. The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-5. Thus, this swale was determined to not have an OHWM or defined bed and bank.

### ***Basins 1 – 5***

Five basins (B-1 through B-5; Figures 5A to 5C) that occur within the western portion of the review area did not display an observable OHWM or bed and bank and instead displayed cracked soils and some concavity within the otherwise flat landscape indicative of a basin. As discussed previously in Section 4, the former poultry farm developed B-1 through B-5 for use as settling basins to hold manure from chicken, pigs, and cows. Four additional areas were investigated as potential basins, based on the appearance of ponding water and/or possible concavity during a review of recent and historic aerials (Appendix D). These areas (see Appendix G, Photos 16, 37, 44, 45, and 46) were determined to not qualify as basins, based on a lack of cracked soils and concavity.

Wetland delineation data was collected within B-4 within a small stand of mulefat (FAC) to confirm the presence or absence of wetland parameters. WDP 1 met the wetland hydrology parameter based on the presence of surface soil cracks; however, WDP 1 did not meet the hydrophytic vegetation or hydric soil parameters (Figures 5A to 5C; Appendix E, WDP 1). WDP 1 was representative of the wetland conditions for B-1, B-2, B-3, and B-5.

### ***Erosional Features 1 – 8***

Eight erosional features (EF-1 through EF-8; Figures 5A to 5C) were observed during the field delineation that did not display an observable OHWM or defined bed and bank, and were severely incised. A summary of the observed erosional features are provided below.

EF-1 is an incised erosional feature located in the northwestern corner of the review area. EF-1 abruptly starts and stops within the otherwise flat landscape. EF-1 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank.

EF-2 and EF-3 are deeply incised gullies/erosional features located south of EF-1, in the northwestern portion of the review area. Similar to EF-1, EF-2 and EF-3 also abruptly start and stop within the review area. ODP 2, taken in an area of non-native grassland within EF-2, exhibited a slight break in bank slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators (Figures 5A to 5C; Appendix E, ODP 2). The conditions and vegetation observed at EF-2 were similar to and representative of the conditions and vegetation observed at EF-3. Thus, these erosional features were determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within the gullies and the abrupt stop to the features, EF-2 and EF-3 appear to no longer receive flows and do not convey flows downstream.

EF-4 is a gully/erosional feature located in the southeastern corner of the review area. EF-4 appears to initiate just to the east of the review area and appeared to previously convey runoff from former agricultural fields in the neighboring properties east of the review area (Appendix D). EF-4 continues for a short distance before dissipating and becoming swale-like (see *Swales 1 – 5* above). EF-4 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-4 and the quick transition into S-1, EF-

4 appears to no longer receive flows or receive flows very infrequently, and does not convey flows downstream.

EF-5 is a slightly incised erosional feature located in the southeastern portion of the review area. EF-5 appears to have conveyed runoff downslope from the previous poultry farm operations, due to its location just south of the former locations of the poultry sheds. EF-5 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-5, EF-5 appears to no longer receive flows.

EF-6 is a sharply incised gully/erosional feature located in the central portion of the review area, just west of S-4 (see *Swales 1 – 5* above). EF-6 appears to have conveyed runoff from the previous poultry farm operations, due to its location just south of the former locations of the poultry sheds and the presence of a black pipe where EF-6 initiates, that is assumed to have outletted discharge from the former farming operations. EF-6 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-6, EF-6 appears to no longer receive flows and does not convey flows downstream into NWW-3B.

EF-7 is a gully/erosional feature located in the central portion of the review area, just south of EF-6, that connects to EF-8. Similar to EF-6, EF-7 appears to have conveyed runoff from the previous poultry farm operations, due to its location just south of the former locations of the poultry sheds and the presence of a black pipe where EF-7 initiates, that is assumed to have outletted discharge from the former farming operations. It appeared that EF-7 previously discharged into EF-8, which was a slightly less incised erosional feature. EF-7 and EF-8 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, these erosional features were determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-7 and EF-8, these erosional features appear to no longer receive flows and do not convey flows downstream into NWW-3B.

#### ***Ditch 1***

D-1 (Figures 5A to 5C) is an earthen-bottom ditch that is located in the center of the review area, within the former locations of the poultry sheds. D-1, which is located within an area of non-native grassland, appears to have initiated as runoff from underneath a concrete slab associated with the poultry sheds, then continues west before traveling through a culverted pipe and becoming more incised at several points before abruptly terminating (see Appendix G, Photo 40). Based on the established vegetation and a review of historic aerials (Appendix D), D-1 is an abandoned ditch that was created between May 2002 and June 2003 to convey runoff away from the poultry sheds. D-1 displayed a break in bank slope but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Vegetation within the ditch was well established and contained some refuse from the former agricultural operations, indicating that this ditch likely no longer receives flows and does not convey flows downstream into NWW-3B1.

## 7 DEVIATION FROM NWI AND NHD

The delineated extent of NWW-3 generally occurs within the area mapped by the USFWS NWI as “Riverine” and the area mapped by the NRCS NHD as an ephemeral “Stream/River” in the southern portion of the review area. However, although the NWI designates this aquatic resource as intermittent (R4), based on field observations in April and June 2021, NWW-3 is expected to convey ephemeral flows (i.e., only in direct response to precipitation). The delineated extent of NWW-2 generally occurs within the area mapped by the NRCS NHD as an ephemeral “Stream/River” in the western portion of the review area. The delineated extent of B-1, B-2, B-3, B-4, and B-5 generally occur within five of the areas mapped by the NRCS NHD as “Reservoir”; two additional areas mapped by the NRCS NHD as “Reservoir” were inspected but were determined to not qualify as reservoirs based on a lack of cracked soils and concavity (see *Basins 1 – 5* above). USGS NHD and USFWS NWI do not map any additional aquatic resources within the review area.

## 8 RESULTS AND CONCLUSIONS

The results provided in this section include the extent of delineated aquatic resources within the review area based on observed field indicators of potential waters of the U.S., waters of the State, and CDFW streambed and associated wetland and/or riparian habitat per the methodologies discussed in Section 3.

This section, however, does not analyze the Corps’ jurisdictional status of the delineated features per the current regulations, guidance, and standard operating procedures. A jurisdictional analysis for an AJD, along with the applicable JD request forms, will be provided under separate cover to the Corps.

### 8.1 CORPS

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 displayed clear indicators of an OHWM, such as a break in bank slope, change in average sediment texture, and change in vegetation species and cover between the drainage and adjacent uplands (Figure 5A). However, these features did not meet the three wetland parameters.

As such, NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 may be considered non-wetland waters of the U.S. given the presence of an OHWM. Approximately 0.83 acre (7,483 linear feet) of potential non-wetland waters of the U.S. associated with NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 occur within the review area, as further detailed in Table 6 and as shown on Figure 5A. The ORM Bulk Upload Aquatic Resources or Consolidated Excel spreadsheet is included as Appendix I.

Table 6. Aquatic Resource Summary: Corps

Aquatic Resource Name	Cowardin Code	Active Channel Width Range (Feet)	Observed OHWM Indicators <sup>1</sup>	Observed Wetland Parameters <sup>2</sup>	Presence of OHWM/ Wetland	Dominant Vegetation <sup>3</sup>	Location (lat, long)	Acre(s)	Linear Feet
NWW-1	R6	4 – 6	CVC, BBS; see NWW-1A <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965908, -117.025153	0.02	175
NWW-1A	R6	6 – 6	CVC, BBS	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.966006, -117.025084	0.02	156
NWW-2	R6	3 – 4	CVC, BBS	None	Yes/No	Non-native Grassland; See WDP 2	33.964929, -117.023925	0.09	1,018
NWW-2A	R6	1 – 2	CVC, BBS; see NWW-2 <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.964977, -117.022656	<0.01	168
NWW-2B	R6	3 – 3	CVC, BBS; see NWW-2 <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965185, -117.022994	0.01	175
NWW-2C	R6	3 – 3	CVC, BBS; see NWW-2 <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964845, -117.023224	0.01	109
NWW-3	R6	4 – 8	CAST, CVS, CVC, BBS	HV	Yes/No	Mulefat Scrub; See WDP 3	33.962391, -117.021747	0.39	2,710
NWW-3A	R6	3 – 6	CAST, CVS, BBS	HV; see NWW-3 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.962760, -117.018132	0.15	1,290
NWW-3B	R6	4 – 4	CAST, CVS, BBS; see NWW-3A <sup>4</sup>	HV; see NWW-3 <sup>5</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.963540, -117.022834	0.12	1,273
NWW-3B1	R6	1 – 4	CAST, CVS, BBS; see NWW-3A <sup>4</sup>	HV; see NWW-3 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964055, -117.021934	0.03	409
Total <sup>6</sup>								0.83	7,483

<sup>1</sup> OHWM Indicators: CAST = Change in average sediment texture; CVS = Change in vegetation species; CVC = Change in vegetation cover; BBS = Break in bank slope

<sup>2</sup> Wetland Indicators: HV = Hydrophytic vegetation

<sup>3</sup> See Figure 6 for all vegetation communities present within each aquatic resource.

<sup>4</sup> Based on a representative ODP taken within an aquatic resource with similar conditions.

<sup>5</sup> Based on a representative WDP taken within an aquatic resource with similar conditions.

<sup>6</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.



## 8.2 CDFW

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 qualify as CDFW streambed with associated riparian habitat.

Approximately 8.00 acres (7,483 linear feet) of vegetated streambed and 1.01 acres of associated riparian habitat occur within the review area, as further detailed in Table 7 and as shown on Figure 5B.

Table 7. Aquatic Resource Summary: CDFW

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range <sup>1</sup> (Feet)	Location (lat, long)	Acre(s)	Linear Feet <sup>2</sup>
NWW-1	Vegetated Streambed	Non-native Grassland	9 – 21	33.965912, -117.025153	0.06	175
		Torrey's Scrub Oak		33.965905, -117.025193	0.01	
NWW-1A	Vegetated Streambed	Non-native Grassland	8 – 30	33.966014, -117.025085	0.07	156
NWW-2	Vegetated Streambed	Non-native Grassland	15 – 60	33.964951, -117.023674	0.71	1,018
		Torrey's Scrub Oak		33.964834, -117.024985	0.12	
NWW-2A	Vegetated Streambed	Non-native Grassland	1 – 2	33.965173, -117.023011	<0.01	168
		Mulefat Scrub		33.964970, -117.022752	<0.01	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.964966, -117.022542	0.03	—
NWW-2B	Vegetated Streambed	Non-native Grassland	9 – 49	33.964825, -117.023223	0.08	175
NWW-2C	Vegetated Streambed	Non-native Grassland	20 – 47	33.962269, -117.020283	0.07	109
NWW-3	Vegetated Streambed	Non-native Grassland	12 – 140	33.962377, -117.022101	2.37	2,710
		Mulefat Scrub		33.962547, -117.021943	1.05	
		Eucalyptus Woodland		33.963045, -117.023804	0.07	
		Non-native Riparian		33.961260, -117.018464	1.02	
		Blue Elderberry		33.963695, -117.025272	0.11	
		Riversidean Sage Scrub		33.962362, -117.019172	0.03	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.962322, -117.022037	0.03	—
		Non-native Riparian		33.962170, -117.020330	0.69	

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range <sup>1</sup> (Feet)	Location (lat, long)	Acre(s)	Linear Feet <sup>2</sup>
		Blue Elderberry		33.961528, -117.018718	0.04	
NWW-3A	Vegetated Streambed	Non-native Grassland	6 – 65	33.963610, -117.020925	0.87	1,290
		Blue Elderberry		33.962783, -117.018163	0.14	
	Riparian Habitat <sup>3</sup>	Blue Elderberry	N/A	33.962425, -117.019001	0.01	—
NWW-3B	Vegetated Streambed	Non-native Grassland	20 – 70	33.963566, -117.022903	0.36	1,273
		Mulefat Scrub		33.963562, -117.023254	0.61	
		Riversidean Sage Scrub		33.963522, -117.022922	0.07	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.963617, -117.022422	0.21	—
NWW-3B1	Vegetated Streambed	Non-native Grassland	5 – 30	33.964098, -117.021923	0.18	409
Total <sup>4</sup>					9.01	7,483

<sup>1</sup> Corresponds with the approximate stream bank widths observed during delineation. Width range accounts for entirety of streambed delineated, not individual vegetation communities.

<sup>2</sup> Linear feet not calculated for individual aquatic resource type and vegetation community (including riparian habitat that occurs outside of delineated streambed) to avoid redundant linear foot calculation where such areas overlap.

<sup>3</sup> Occurs outside of delineated streambed.

<sup>4</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

### 8.3 RWQCB

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 displayed clear indicators of an OHWM, such as a break in bank slope, change in average sediment texture, and change in vegetation species and cover between the drainage and adjacent uplands (Appendix E). However, based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project (Santa Ana RWQCB 2022), the RWQCB has asserted jurisdiction beyond the limits of the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat). As such, NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1, to the top of the channel banks and including associated riparian habitat, may be considered waters of the State (Figure 5C). These features did not meet the three wetland parameters.

Approximately 8.00 acres (7,483 linear feet) of potential non-wetland waters of the State and 1.01 acres of associated riparian habitat occur within the review area, as further detailed in Table 8 and as shown on Figure 5C.

Table 8. Aquatic Resource Summary: RWQCB

Aquatic Resource Name	Aquatic Resource Type <sup>1</sup>	Cowardin Code	Active Channel Width Range (Feet) <sup>2</sup>	Observed Wetland Parameters <sup>3</sup>	Presence of OHWM/ Wetland	Dominant Vegetation <sup>4</sup>	Location (lat, long)	Acre(s)	Linear Feet <sup>5</sup>
NWW-1	Non-Wetland Water	R6	9 – 21	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965911, -117.025160	0.07	175
NWW-1A	Non-Wetland Water	R6	8 – 30	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.966014, -117.025085	0.07	156
NWW-2	Non-Wetland Water	R6	15 – 60	None	Yes/No	Non-native Grassland; See WDP 2	33.964934, -117.023860	0.82	1,018
NWW-2A	Non-Wetland Water	R6	1 – 2	None; see NWW-2 <sup>6</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.964970, -117.022603	<0.01	168
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Mulefat Scrub	33.964966, -117.022542	0.03	—
NWW-2B	Non-Wetland Water	R6	9 – 49	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965173, -117.023011	0.08	175
NWW-2C	Non-Wetland Water	R6	20 – 47	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964825, -117.023223	0.07	109
NWW-3	Non-Wetland Water	R6	12 – 140	HV	Yes/No	Non-native Grassland; See WDP 3	33.962631, -117.022409	4.66	2,710
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Non-native Riparian	33.962302, -117.021813 <sup>8</sup>	0.76	—
NWW-3A	Non-Wetland Water	R6	6 – 65	HV; see NWW-3 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.962732, -117.018281	1.01	1,290
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Blue Elderberry	33.962362, -117.019172	0.01	—
NWW-3B	Non-Wetland Water	R6	20 – 70	HV; see NWW-3 <sup>6</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.963595, -117.022740	1.04	1,273
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Mulefat Scrub	33.963610, -117.020925	0.21	—
NWW-3B1	Non-Wetland Water	R6	5 – 30	HV; see NWW-3 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964098, -117.021923	0.18	409
Total <sup>9</sup>								9.01	7,483

<sup>1</sup> Based on comments provided by the Santa Ana RWQCB, the RWQCB has asserted jurisdiction beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat).

<sup>2</sup> Based on comments provided by the Santa Ana RWQCB, the widths of RWQCB-jurisdictional non-wetland waters correspond with the approximate CDFW stream bank widths observed during delineation (i.e., to the top of the channel banks).

<sup>3</sup> Wetland Indicators: HV = Hydrophytic vegetation

<sup>4</sup> See Figure 6 for all vegetation communities present within each aquatic resource.

<sup>5</sup> Linear feet not calculated for riparian habitat that occurs outside of non-wetland waters to avoid redundant linear foot calculation where such areas overlap.

<sup>6</sup> Based on a representative WDP taken within an aquatic resource with similar conditions.

<sup>7</sup> Based on comments provided by the Santa Ana RWQCB, RWQCB jurisdiction extends beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and associated riparian habitat). This riparian habitat occurs outside of the delineated non-wetland water (i.e., the top of channel banks).

<sup>8</sup> Representative coordinates of riparian habitat associated with NWW-3. See Figure 5C for all riparian habitat associated with NWW-3.

<sup>9</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

## 8.4 DISCLAIMER STATEMENT

The aquatic resources acreages and linear feet estimated in this section represent the existing conditions during the time of the field surveys. Please note that the applicable agencies will make final jurisdictional determinations. RBC recommends early coordination with the resource agencies to determine the final jurisdictional boundaries, applicable permitting processes, compensatory mitigation requirements, and other potential permitting issues specific to the proposed work within the review area. Agency representatives may request to access the site to field-verify the results of this ARDR with the applicant, or a designated representative.

The information provided in this report should remain valid for up to five years from the date of the field effort for the jurisdictional delineation unless site conditions change substantially, or a regulatory agency requires an updated report.

## 9 CONTACT INFORMATION

### *Applicant/Land Owner:*

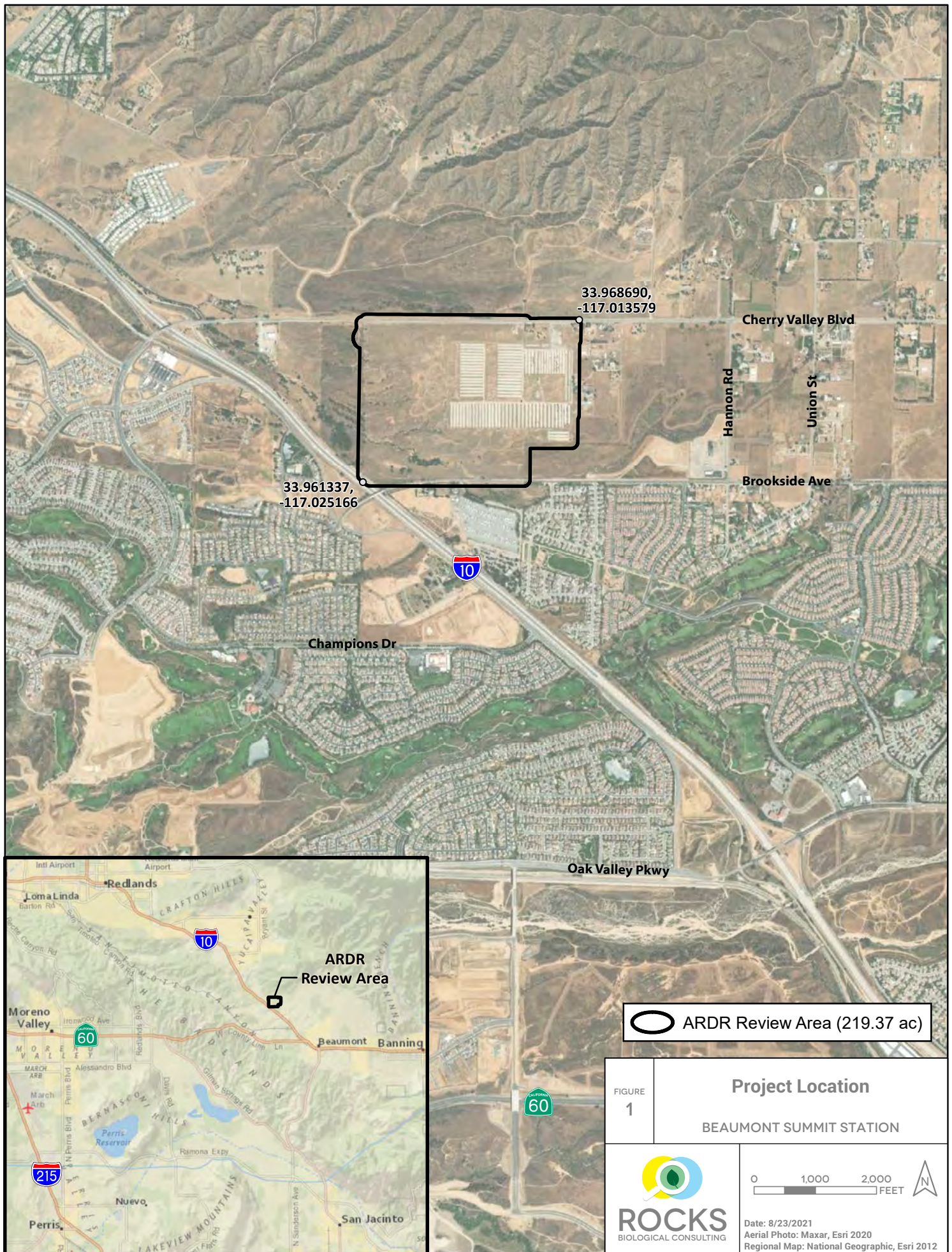
Andrew Greybar  
Exeter Cherry Valley Land, LLC  
5060 North 40<sup>th</sup> Street, Suite 108  
Phoenix, AZ 85018  
andrew.greybar@eqtexeter.com  
708-341-9821

### *Agent:*

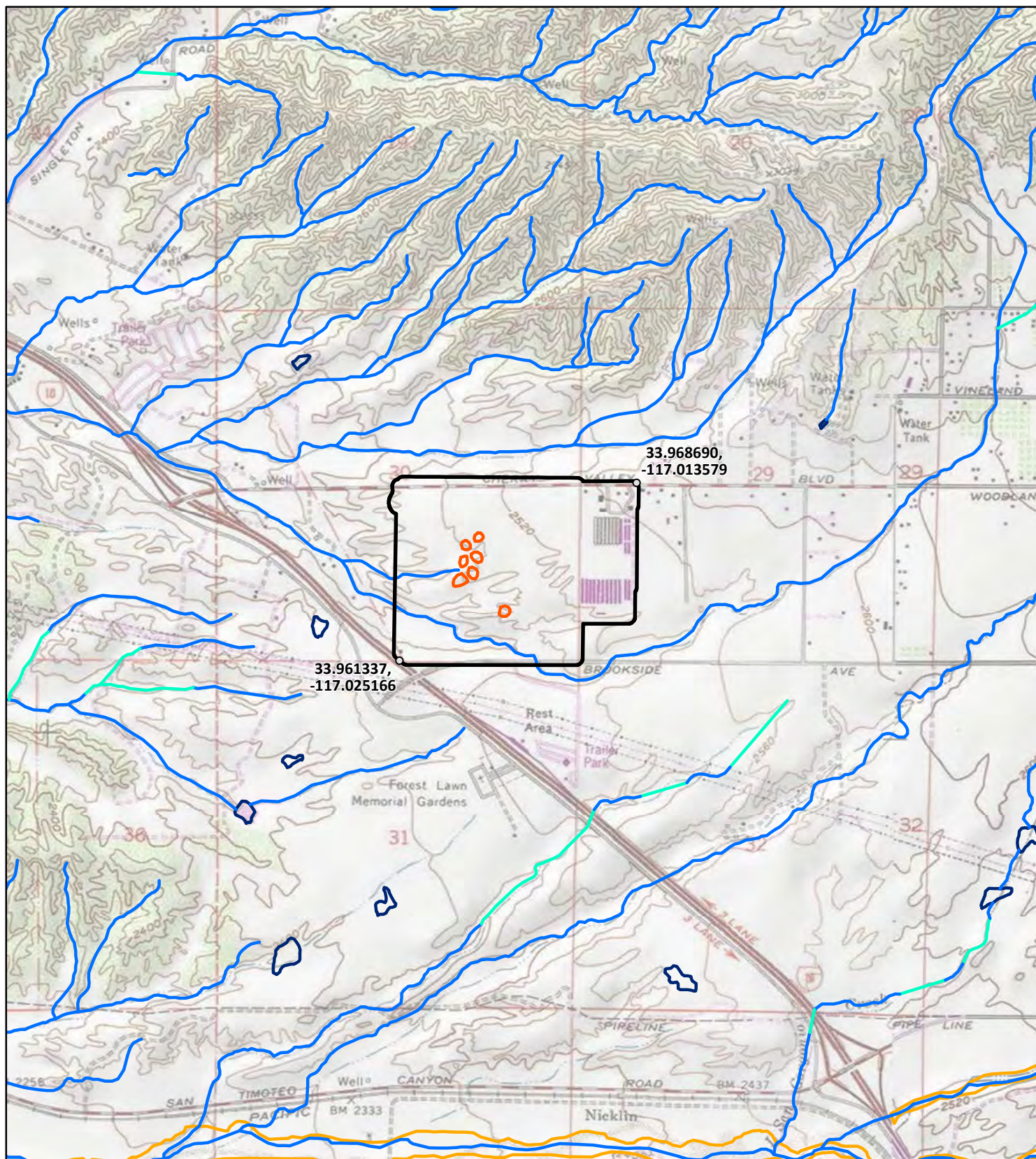
Shanti Santulli  
Rocks Biological Consulting  
4312 Rialto Street  
San Diego, CA 92107  
shanti@rocksbio.com  
619-674-8067

Agency access to the review area can be coordinated with the applicant and/or agent upon request.









- ARDR Review Area
- National Hydrography Dataset (NHD)**
- Stream/River
- Connector
- Wash
- Reservoir
- Lake/Pond

FIGURE  
2

## USGS Topo and NHD

BEAUMONT SUMMIT STATION



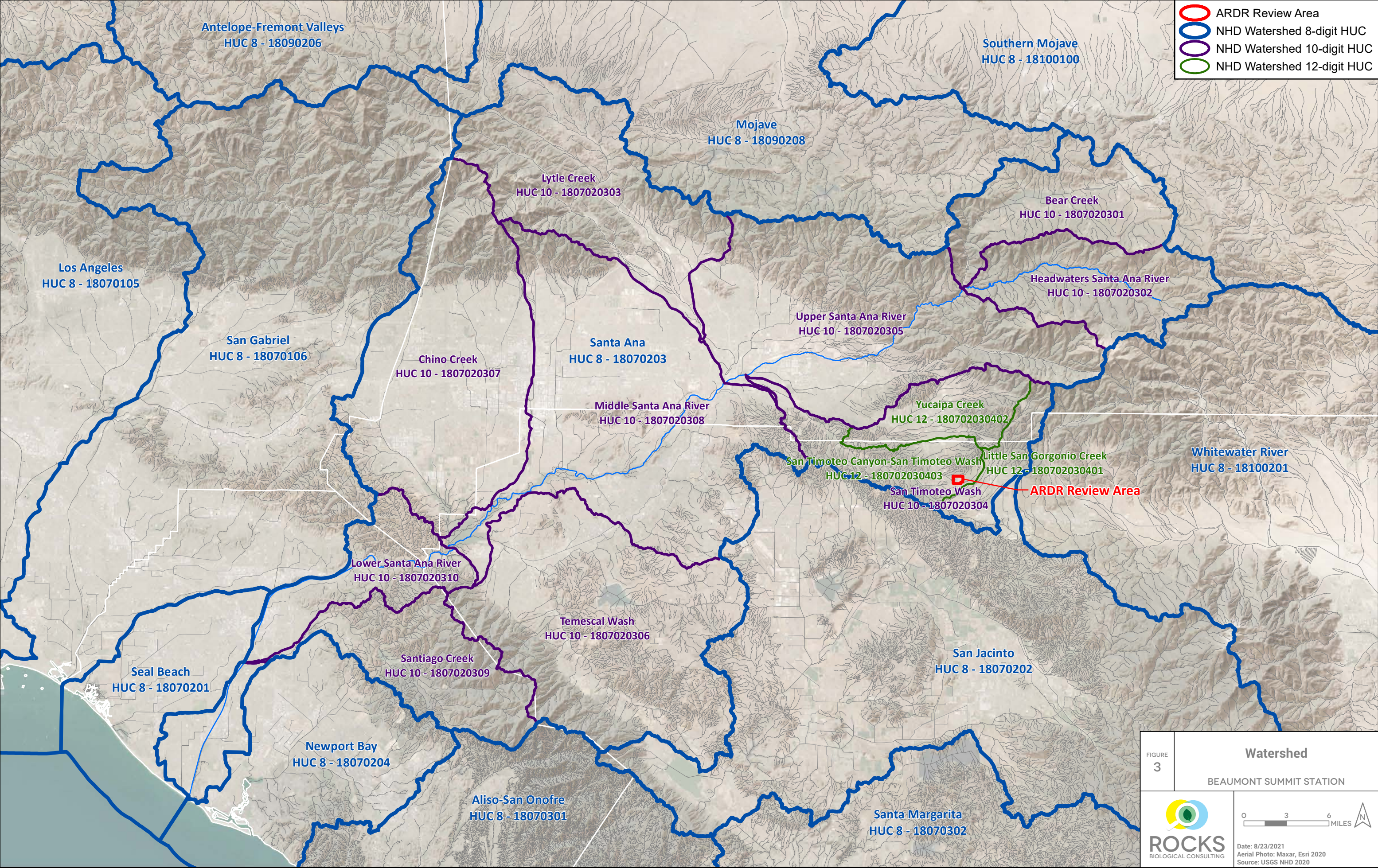
**ROCKS**  
BIOLOGICAL CONSULTING

0 1,000 2,000 FEET

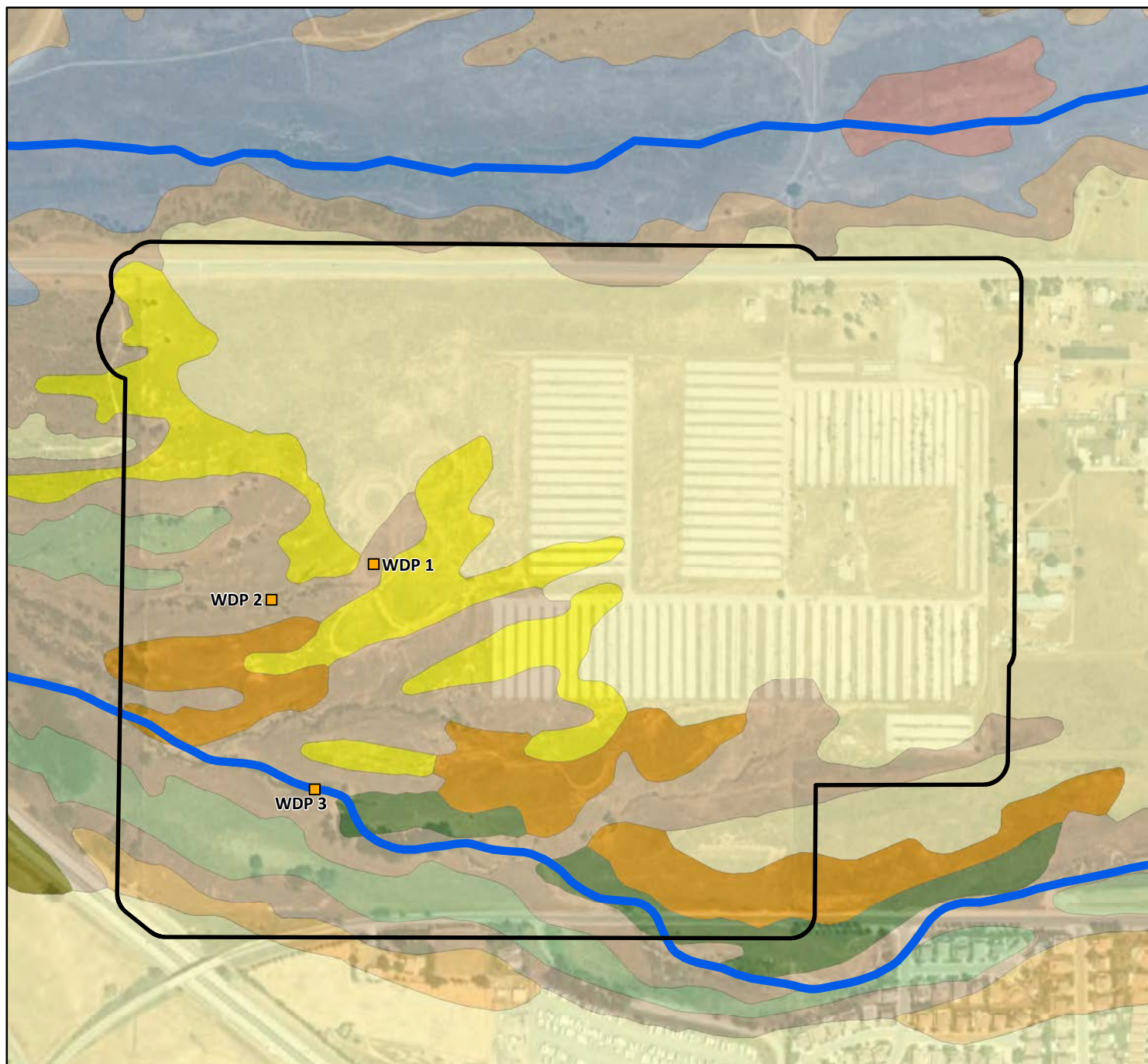


Date: 8/23/2021  
Source: USGS NHD 2020  
USGS 7.5' Quadrangles (El Casco);  
T2S, R1W, S29-31, San Jacinto/  
San Geronio Land Grant







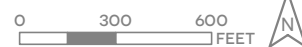


- ARDR Review Area
- Wetland Data Form Point (WDP)
- National Wetlands Inventory (NWI)**
- Riverine
- Soils**
- Gorgonio loamy sand, deep, 2 to 8 percent slopes
  - Greenfield sandy loam, 2 to 8 percent slopes, eroded
  - Greenfield sandy loam, 8 to 15 percent slopes, eroded
  - Hanford coarse sandy loam, 2 to 8 percent slopes
  - Ramona sandy loam, 2 to 5 percent slopes, eroded
  - Ramona sandy loam, 5 to 8 percent slopes, eroded
  - Ramona sandy loam, 5 to 8 percent slopes, severely eroded
  - Ramona sandy loam, 8 to 15 percent slopes, severely eroded
  - Ramona sandy loam, 15 to 25 percent slopes, severely eroded
  - Terrace escarpments

FIGURE  
4

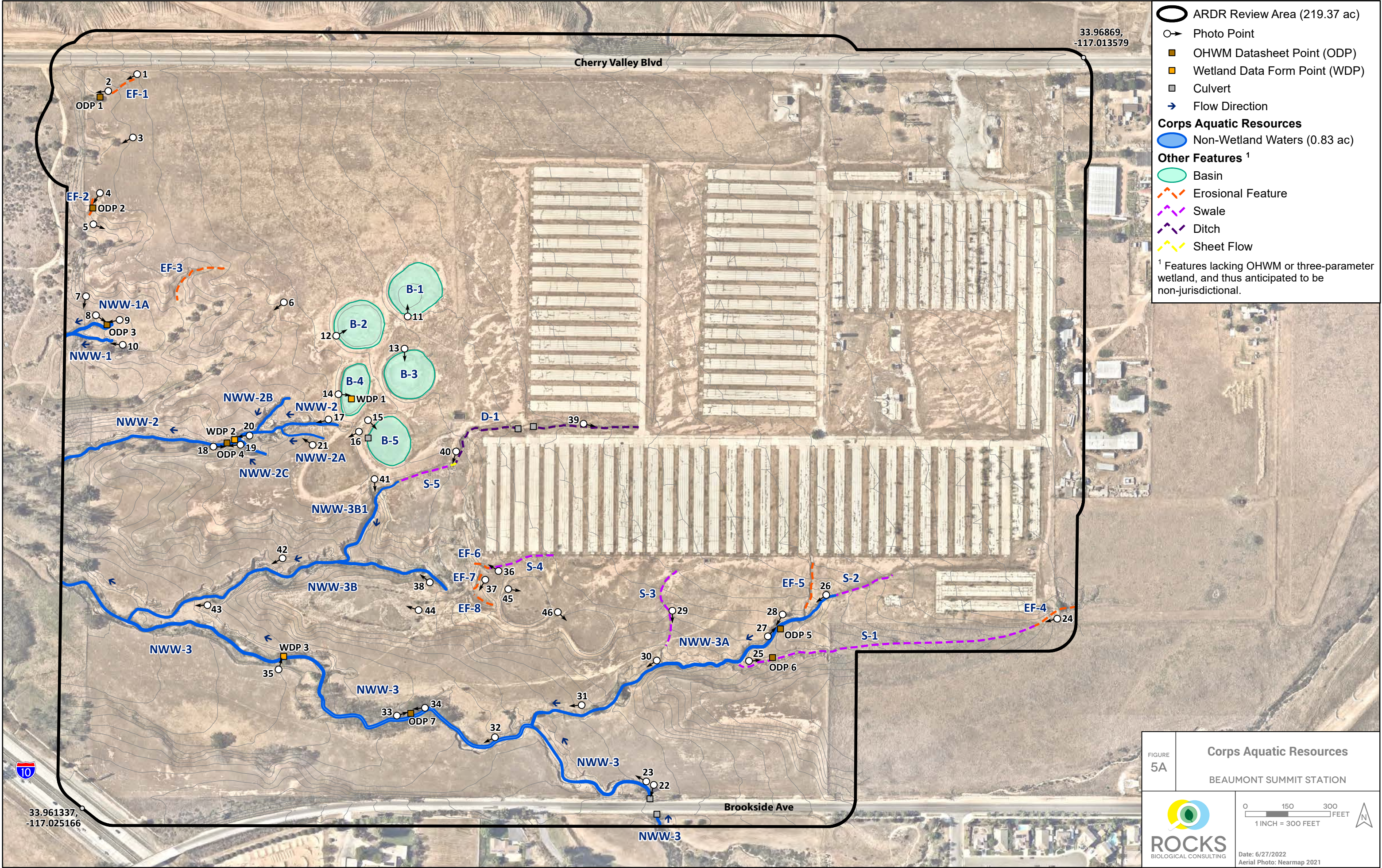
## NRCS Soils Survey Data and NWI

BEAUMONT SUMMIT STATION



Date: 8/23/2021  
Aerial Photo: Maxar, Esri 2020  
Source: USFWS NWI 2019; USDA NRCS 2018





ARDR Review Area (219.37 ac)

Photo Point

OHWM Datasheet Point (ODP)

Wetland Data Form Point (WDP)

Culvert

Flow Direction

**Corps Aquatic Resources**

Non-Wetland Waters (0.83 ac)

**Other Features <sup>1</sup>**

Basin

Erosional Feature

Swale

Ditch

Sheet Flow

<sup>1</sup> Features lacking OHWM or three-parameter wetland, and thus anticipated to be non-jurisdictional.

FIGURE 5A

**Corps Aquatic Resources**  
BEAUMONT SUMMIT STATION

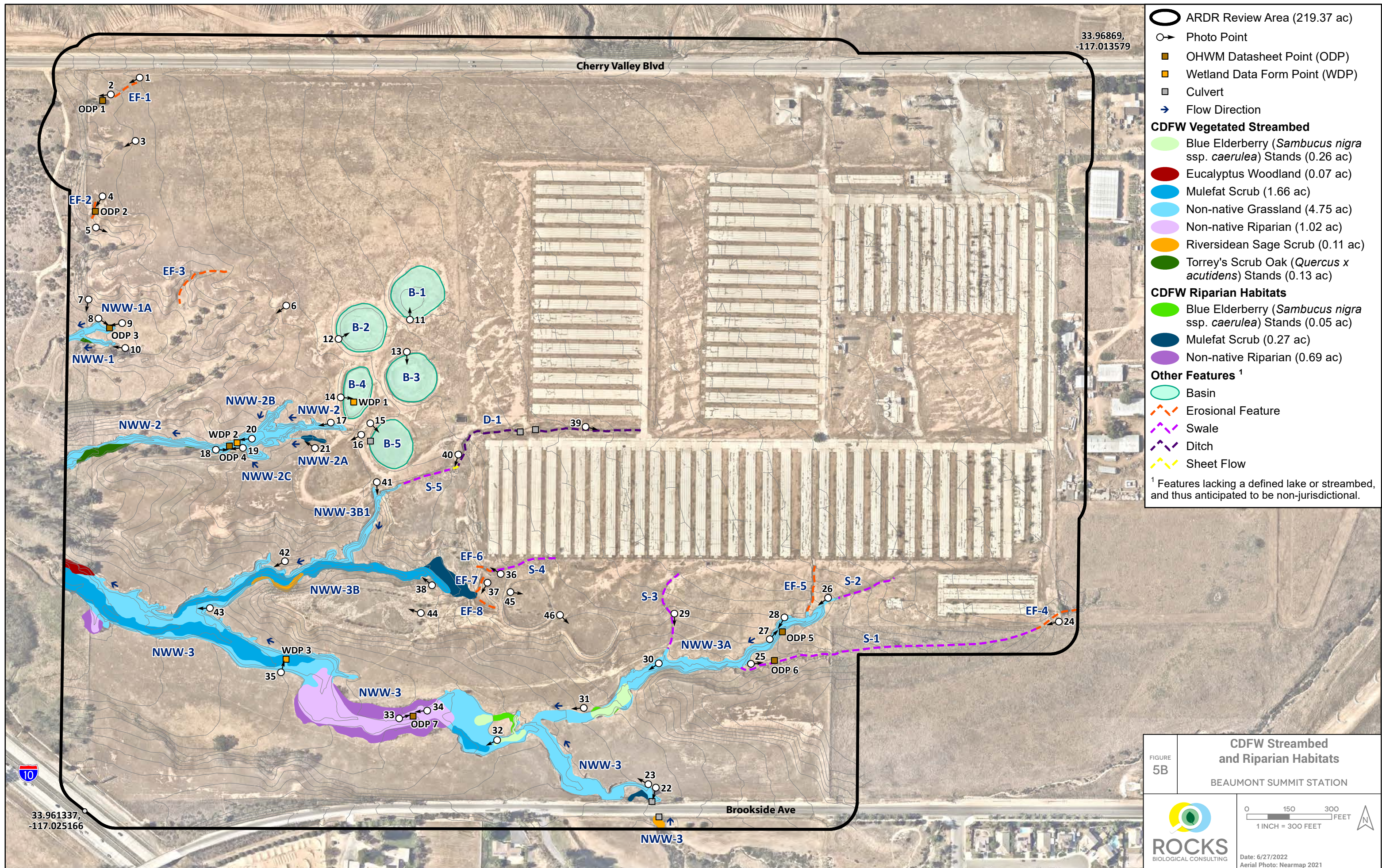
0150300 FEET

1 INCH = 300 FEET

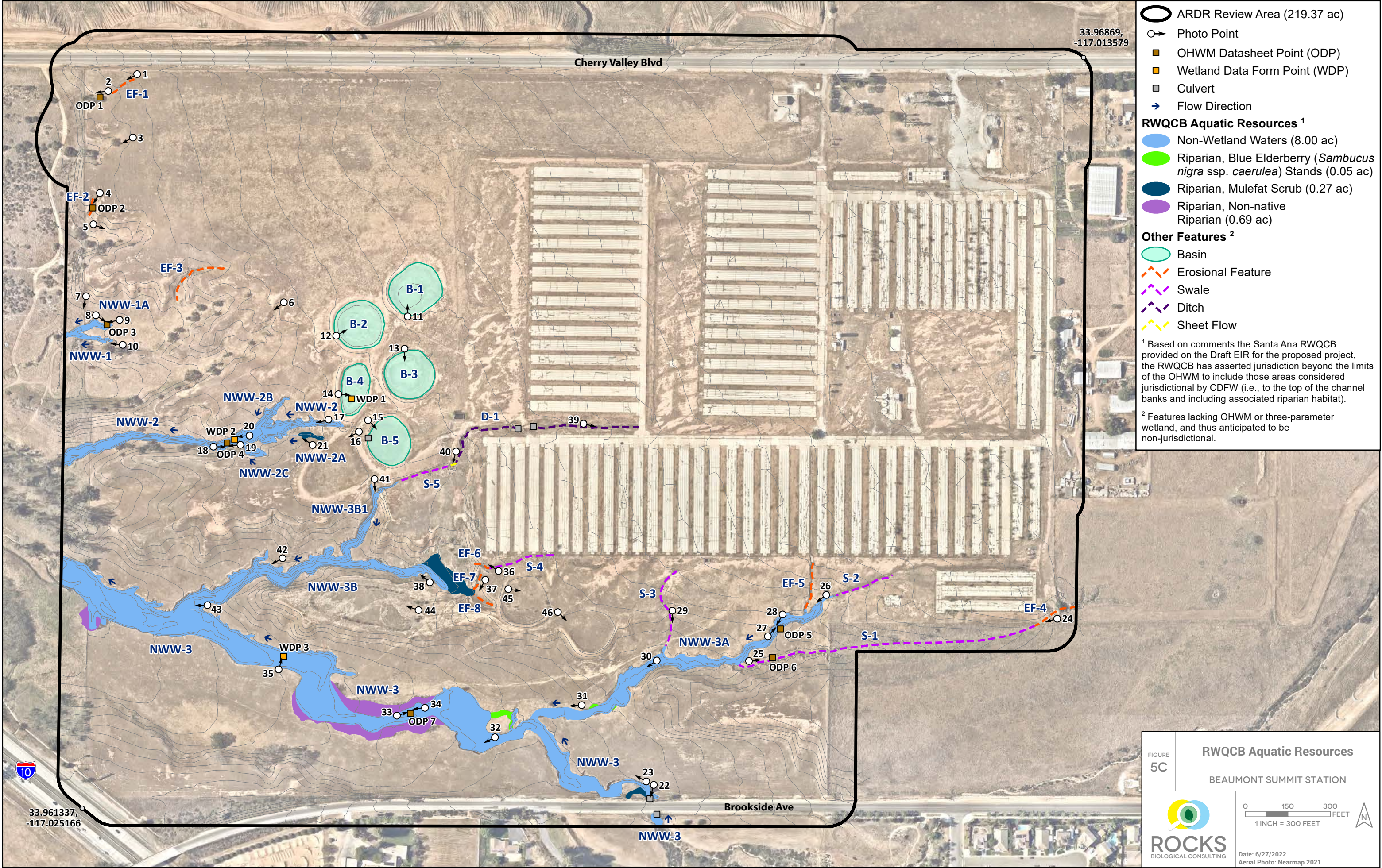
Date: 6/27/2022

Aerial Photo: Nearmap 2021

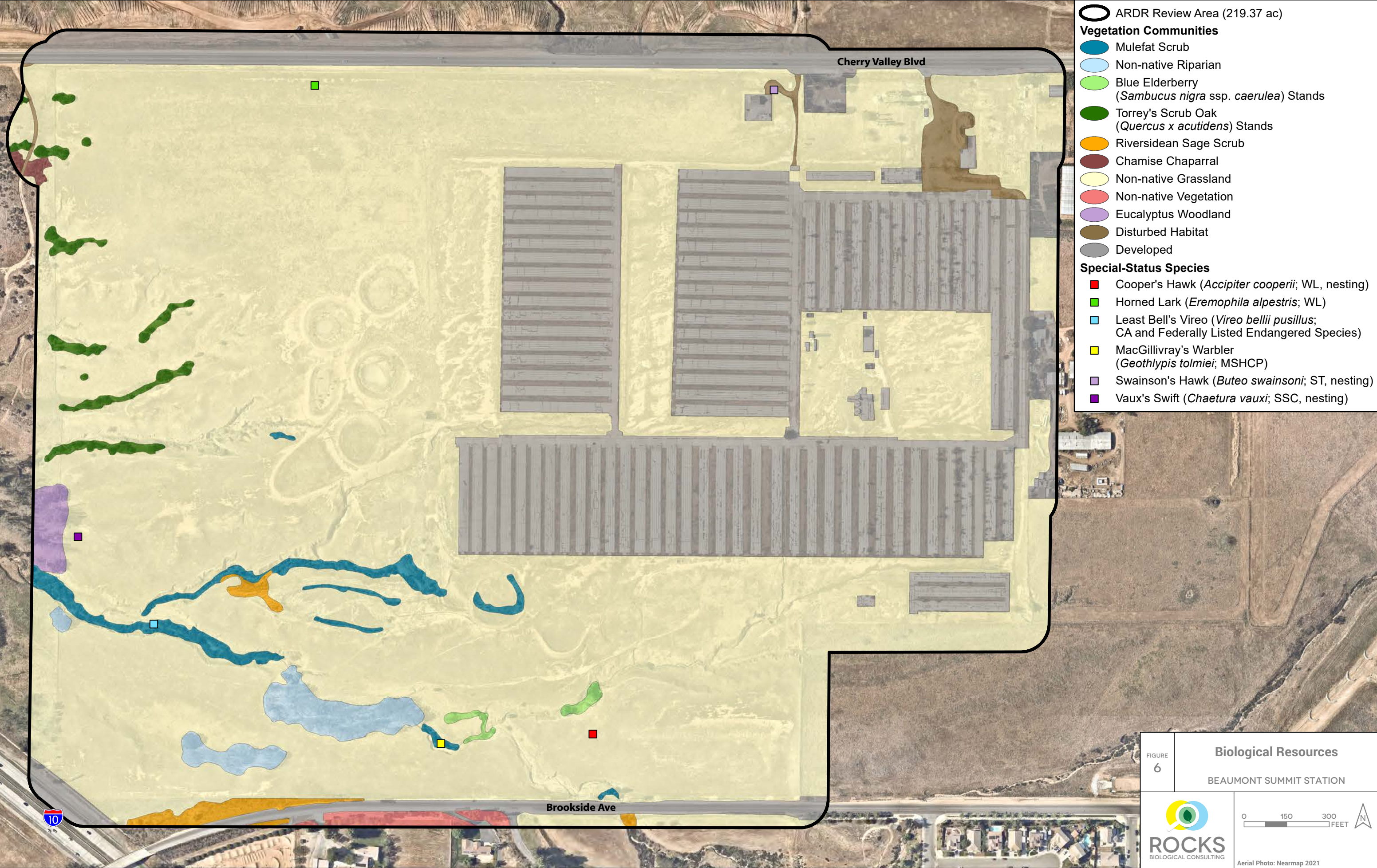














## **APPENDIX A**

### **CHECKLIST: MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS**

**APPENDIX A. CHECKLIST: MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS, LOS ANGELES DISTRICT REGULATORY DIVISION, USACE, MARCH 16, 2017**

REPORT SECTION/ PAGE NUMBER	MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS	ADDITIONAL NOTES
Section 1; Appendix B	1. JD REQUEST AND FORMS: <input checked="" type="checkbox"/> A cover letter indicating whether you are requesting a jurisdictional determination (JD)*. <input checked="" type="checkbox"/> If you are requesting a JD, you must complete, sign, and return the Request for Corps Jurisdictional Determination (JD) sheet. <input checked="" type="checkbox"/> For preliminary jurisdictional determinations the Preliminary Jurisdictional Determination Form must be signed and submitted.	
Section 9	2. CONTACT INFORMATION: Contact information for the <input checked="" type="checkbox"/> applicant(s), <input checked="" type="checkbox"/> property owner(s), and <input checked="" type="checkbox"/> agent(s).	
N/A	3. SITE ACCESS: If the property owner or their representatives will not accompany the Corps to the site, a signed statement from the property owner(s) allowing Corps personnel to enter the property and to collect samples during normal business hours. If the property lacks direct access by public roads (in other words, access requires passage through private property not owned by the applicant), the owner or proponent must obtain permission from the adjacent property owner(s) to provide access for Corps personnel.	Property owner and/or representatives will accompany the Corps for a site visit upon request.
Section 2.1	4. LOCATION: <input checked="" type="checkbox"/> Directions to the survey area, <input type="checkbox"/> an address (if available) and <input checked="" type="checkbox"/> one or more set of geographic coordinates expressed in decimal degrees.	
Section 3.2.1	5. DELINEATION MANUAL CONFIRMATION: <input checked="" type="checkbox"/> A statement confirming the delineation has been conducted in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual and applicable regional supplement(s). <input checked="" type="checkbox"/> The regional supplement(s) used must be identified. <input checked="" type="checkbox"/> For OHWM delineations, a statement must be included confirming the use of the OHWM field guide or that it is not applicable.	
Section 6	6. AQUATIC RESOURCE(S) DESCRIPTION: <input checked="" type="checkbox"/> A narrative describing all aquatic resources on-site and an explanation of the mapped boundaries and any complex transition zones. <input checked="" type="checkbox"/> If the site contains resources that only meet one or two of the three wetland criteria or do not exhibit a clear OHWM, describe the rationale for their inclusion or exclusion from the delineation. <input checked="" type="checkbox"/> Also explain if any erosional features, upland swales, ditches and other potential aquatic features were considered but not included in the delineation.	
Figures 1 and 5A; Section 6; Table 6	7. AQUATIC RESOURCE MAPPING AND ACREAGE: <input checked="" type="checkbox"/> Map of the outside survey boundary, <input checked="" type="checkbox"/> total extent of aquatic and proposed non-aquatic features, <input checked="" type="checkbox"/> type of feature(s) (waters of the United States or wetland), and include <input checked="" type="checkbox"/> the total acreage for each polygon.	
Section 3.2; Table 1	8. FIELD WORK DATES: <input checked="" type="checkbox"/> Date(s) field work was completed.	
Table 6	9. AQUATIC RESOURCE TABLE: A table listing all aquatic resources. The table must include <input checked="" type="checkbox"/> the name of each aquatic resource (actual or arbitrary), <input checked="" type="checkbox"/> its Cowardin type, <input checked="" type="checkbox"/> acreage, <input checked="" type="checkbox"/> summary of OHWM/wetland presence, <input checked="" type="checkbox"/> dominant vegetation for each, and <input checked="" type="checkbox"/> location (latitude/longitude in decimal degrees). <input checked="" type="checkbox"/> For linear features, the table must show both acreage and linear feet as well as channel measurements (active channel width).	
Section 4; Tables 1, 4, and 5; Appendices F and G	10. FIELD CONDITIONS: A description of existing field conditions, including <input checked="" type="checkbox"/> current land use, <input checked="" type="checkbox"/> normal conditions, <input checked="" type="checkbox"/> flood/drought conditions, <input type="checkbox"/> irrigation practices, <input checked="" type="checkbox"/> past or recent manipulation to the site, and <input type="checkbox"/> characteristics considered atypical (for criteria see OHWM and wetland supplement guides). <input checked="" type="checkbox"/> Include WETS tables or pre-site visit precipitation data as appropriate: <a href="https://www.wcc.nrcs.usda.gov/climate/wets_doc.html">https://www.wcc.nrcs.usda.gov/climate/wets_doc.html</a> .*	N/A for unchecked; APT data provided in

		lieu of WETS tables
Section 4.2	11. HYDROLOGY: <input checked="" type="checkbox"/> A discussion of the hydrology at the site, including <input checked="" type="checkbox"/> all known surface or subsurface sources, <input checked="" type="checkbox"/> drainage gradients, <input checked="" type="checkbox"/> downstream connections to the nearest traditional navigable waterway or interstate water, and <input checked="" type="checkbox"/> any influence from manmade water sources such as irrigation.	
N/A	12. REMOTE SENSING: <input type="checkbox"/> If remote sensing was used in the delineation, provide an explanation of how it was used and include the name, date and source of the tools and data used and copies of the maps/photographs.	N/A
Section 4.1; Table 2; Figure 4; Appendix G	13. SOILS: <input checked="" type="checkbox"/> Soil descriptions, <input checked="" type="checkbox"/> soil map(s), <input checked="" type="checkbox"/> soil photos, and <input checked="" type="checkbox"/> a discussion of hydric soils (for wetland delineations only).	
Figure 2	14. USGS QUADRANGLE: <input checked="" type="checkbox"/> A site location map on a 7.5-minute USGS quadrangle. The map must provide <input checked="" type="checkbox"/> the name of the USGS quadrangle, <input checked="" type="checkbox"/> Section, <input checked="" type="checkbox"/> Township, <input checked="" type="checkbox"/> Range, and <input checked="" type="checkbox"/> the latitude and longitude in decimal degree format.	
Appendix I	15. BULK UPLOAD FORM: <input checked="" type="checkbox"/> For sites with 3 or more separate aquatic features a completed copy of the ORM Bulk Upload Aquatic Resources or Consolidated Excel spreadsheet must be submitted.	
Figure 5 series	16. FIGURES: <input checked="" type="checkbox"/> Map(s) of all delineated aquatic resources in accordance with the Final Map and Drawing Standards for the South Pacific Division Regulatory Program.	
Figure 5 series and Appendix G	17. SITE PHOTOGRAPHS: <input checked="" type="checkbox"/> Ground photographs showing representative aquatic resource sites (or lack of), <input checked="" type="checkbox"/> as well as an accompanying map of photo-points and table of photographic information (see Final Map and Drawing Standards for the South Pacific Division Regulatory Program item no. 8 a-c).	
Appendix E	18. DATA FORMS: <input checked="" type="checkbox"/> Completed data forms including all essential information to make a jurisdictional determination [e.g. 2006 Wetland Determination Data Form -- Arid West Supplement; 2010 Arid West Ephemeral and Intermittent Streams OHWM Datasheet].	
Section 3	19. METHODS: <input checked="" type="checkbox"/> A description of the methods used to survey the aquatic resource boundaries. <input checked="" type="checkbox"/> If GPS data is used, the level of accuracy must be included. Ideally, the GPS equipment should have the capability of sub-meter ( $\leq 1$ meter) level horizontal accuracy.	
Appendix J	20. GIS DATA: <input checked="" type="checkbox"/> Digital data for the site, aquatic resource boundaries, and data point locations must be provided in a geographic information system (GIS) format, preferably either ESRI shapefiles or Geodatabase format, but GoogleEarth KMZ or KML files may be acceptable non-complex projects. Each GIS data file must be accompanied by a metadata file containing the appropriate geographic coordinate system, projection, datum, and labeling description. If GIS data is unavailable or otherwise cannot be produced and the Corps determines a site visit is necessary, the aquatic resource boundaries should be physically marked with numbered flags or stakes to facilitate verification by the Corps.	

## **APPENDIX B**

### **JURISDICTIONAL DETERMINATION REQUEST FORMS**



## **Appendix 1 - REQUEST FOR CORPS JURISDICTIONAL DETERMINATION (JD)**

To: District Name Here

- I am requesting a JD on property located at: South of Cherry Valley Blvd., north of Brookside Ave., and east/northeast of I-10  
(Street Address)  
City/Township/Parish: Beaumont County: Riverside State: CA  
Acreage of Parcel/Review Area for JD: 215.96  
Section: 30 Township: 2 S Range: 1 W  
Latitude (decimal degrees): 33.965141 Longitude (decimal degrees): -117.019732  
(For linear projects, please include the center point of the proposed alignment.)
- Please attach a survey/plat map and vicinity map identifying location and review area for the JD.
- ☒ I currently own this property. ☐ I plan to purchase this property.  
☐ I am an agent/consultant acting on behalf of the requestor.  
☐ Other (please explain): \_\_\_\_\_
- Reason for request: (check as many as applicable)  
☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.  
☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.  
☐ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.  
☒ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.  
☐ I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.  
☐ A Corps JD is required in order to obtain my local/state authorization.  
☐ I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.  
☐ I believe that the site may be comprised entirely of dry land.  
☐ Other: \_\_\_\_\_
- Type of determination being requested:  
☐ I am requesting an approved JD.  
☒ I am requesting a preliminary JD.  
☐ I am requesting a "no permit required" letter as I believe my proposed activity is not regulated.  
☐ I am unclear as to which JD I would like to request and require additional information to inform my decision.

By signing below, you are indicating that you have the authority, or are acting as the duly authorized agent of a person or entity with such authority, to and do hereby grant Corps personnel right of entry to legally access the site if needed to perform the JD. Your signature shall be an affirmation that you possess the requisite property rights to request a JD on the subject property.

\*Signature: \_\_\_\_\_

Date: \_\_\_\_\_



- Typed or printed name: Andrew Greybar  
Company name: Exeter Cherry Valley Land, LLC  
Address: 5060 North 40th Street, Suite 108  
Phoenix, AZ 85018  
Daytime phone no.: 708-341-9821  
Email address: andrew.greybar@eqtexeter.com

**\*Authorities:** Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Program of the U.S. Army Corps of Engineers; Final Rule for 33 CFR Parts 320-332.

**Principal Purpose:** The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the project area subject to federal jurisdiction under the regulatory authorities referenced above.

**Routine Uses:** This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in the approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USACE website.

**Disclosure:** Submission of requested information is voluntary; however, if information is not provided, the request for an AJD cannot be evaluated nor can an AJD be issued.

## Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

### **BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:**

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Andrew Greybar, Exeter Cherry Valley Land, LLC 5060 North 40th Street, Suite 108 Phoenix, AZ 85018

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:** Los Angeles District

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

State: **CA** County/parish/borough: **Riverside** City: **Beaumont**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **33.965141** Long.: **-117.019732**

Universal Transverse Mercator: 11S 498177.05m E 3758291.07m N

Name of nearest waterbody: **San Timoteo Wash**

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
		SEE	ATTACHED		

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

**SUPPORTING DATA. Data reviewed for PJD (check all that apply)**

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: 2022 ARDR, prepared by Rocks Biological Consulting.
- ☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.  
☐ Office concurs with data sheets/delineation report.  
☐ Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_.
- ☐ Data sheets prepared by the Corps: \_\_\_\_\_.
- ☐ Corps navigable waters' study: \_\_\_\_\_.
- ☒ U.S. Geological Survey Hydrologic Atlas: 2022 ARDR, Figure 2; USGS NHD 2020.  
☒ USGS NHD data.  
☒ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: USGS 7.5-minute El Casco quad.
- ☒ Natural Resources Conservation Service Soil Survey. Citation: 2022 ARDR, Figure 4; USDA NRCS 2018.
- ☒ National wetlands inventory map(s). Cite name: 2022 ARDR, Figure 4; USFWS NWI 2019.
- ☐ State/local wetland inventory map(s): \_\_\_\_\_.
- ☐ FEMA/FIRM maps: \_\_\_\_\_.
- ☐ 100-year Floodplain Elevation is: \_\_\_\_\_.(National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): See 2022 ARDR, Figures 1 & 5A-C (Maxar, Esri 2020, National Geographic, Esri 2012, Nearmap 2021), Appendix D, Recent and Historic Aerials \_\_\_\_\_.  
or ☒ Other (Name & Date): See 2022 ARDR Appendix G, Site Photographs.
- ☐ Previous determination(s). File no. and date of response letter: \_\_\_\_\_.
- ☒ Other information (please specify): 2022 ARDR, prepared by Rocks Biological Consulting.

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.**

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

\_\_\_\_\_  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO  
REGULATORY JURISDICTION.**

<b>Site number</b>	<b>Latitude (decimal degrees)</b>	<b>Longitude (decimal degrees)</b>	<b>Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)</b>	<b>Type of aquatic resources (i.e., wetland vs. non- wetland waters)</b>	<b>Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)</b>
NWW-1	33.965908	-117.025153	0.02 ac/175 ln ft	Non-wetland waters	Section 404
NWW-1A	33.966006	-117.025084	0.02 ac/156 ln ft	Non-wetland waters	Section 404
NWW-2	33.964929	-117.023925	0.09 ac/1,018 ln ft	Non-wetland waters	Section 404
NWW-2A	33.964977	-117.022656	<0.01 ac/168 ln ft	Non-wetland waters	Section 404
NWW-2B	33.965185	-117.022994	0.01 ac/175 ln ft	Non-wetland waters	Section 404
NWW-2C	33.964845	-117.023224	0.01 ac/109 ln ft	Non-wetland waters	Section 404
NWW-3	33.962391	-117.021747	0.39 ac/2,710 ln ft	Non-wetland waters	Section 404
NWW-3A	33.962760	-117.018132	0.15 ac/1,290 ln ft	Non-wetland waters	Section 404
NWW-3B	33.963540	-117.022834	0.12 ac/1,273 ln ft	Non-wetland waters	Section 404
NWW-3B1	33.964055	-117.021934	0.03 ac/409 ln ft	Non-wetland waters	Section 404

## **APPENDIX C**

### **APPLICABLE AQUATIC RESOURCE PROTECTION REGULATIONS**

## **APPENDIX C. APPLICABLE AQUATIC RESOURCE PROTECTION REGULATIONS**

Several regulations have been established by federal, state, and local agencies to protect and conserve aquatic resources. The descriptions below provide a brief overview of agency regulations that may be applicable to the project.

### ***Executive Order 11990***

Executive Order 11990 aims to avoid direct or indirect impacts on wetlands from federal or federally approved projects when a practicable alternative is available. If wetland impacts cannot be avoided, all practicable measures to minimize harm must be included.

### ***Clean Water Act***

Pursuant to Section 404 of the Clean Water Act (33 U.S. Code [USC] § 1251 et seq.; CWA), the U.S. Army Corps of Engineers (Corps) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 Code of Federal Regulations (CFR) 328.3 (51 Federal Register [FR] 41217, November 13, 1986; 53 FR 20764, June 6, 1988) and further defined by the 2001 *Solid Waste Agency of Northern Cook County v. Army Corps of Engineers* (SWANCC; 531 U.S. 159) decision and the 2006 *Rapanos v. United States* (547 U.S. 715) decision. The Corps, with oversight from the U.S. Environmental Protection Agency (USEPA), has the principal authority to issue CWA Section 404 permits. The Corps would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the Corps. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), a division of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide Water Quality Certification for licenses or permits that authorize an activity that may result in a discharge from a point source into a waters of the U.S. Water Quality Certification authorization “is limited to assuring that a discharge from a Federally licensed or permitted activity will comply with water quality requirements” (40 CFR 121.3).

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

### ***Porter-Cologne Water Quality Control Act***

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The RWQCBs have primary responsibility for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could

affect its water quality must first file a Report of Waste Discharge if a Section 404 permit is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

***California Fish and Game Code Section 1600-1602***

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code (CFGF), California Department of Fish and Wildlife (CDFW) regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources (e.g., riparian or wetland areas not supported by a river, lake, or stream). CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and applicant is the Lake or Streambed Alteration Agreement.



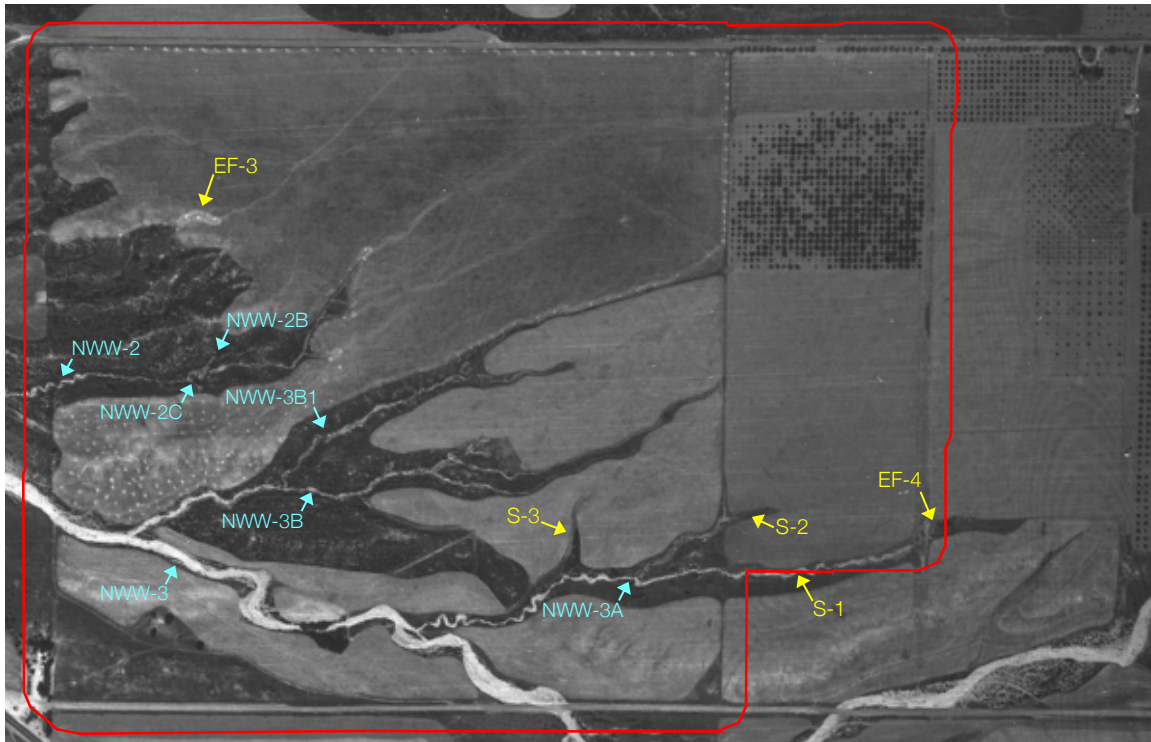
## **APPENDIX D**

### **RECENT AND HISTORIC AERIALS ANALYSIS**

## Appendix D

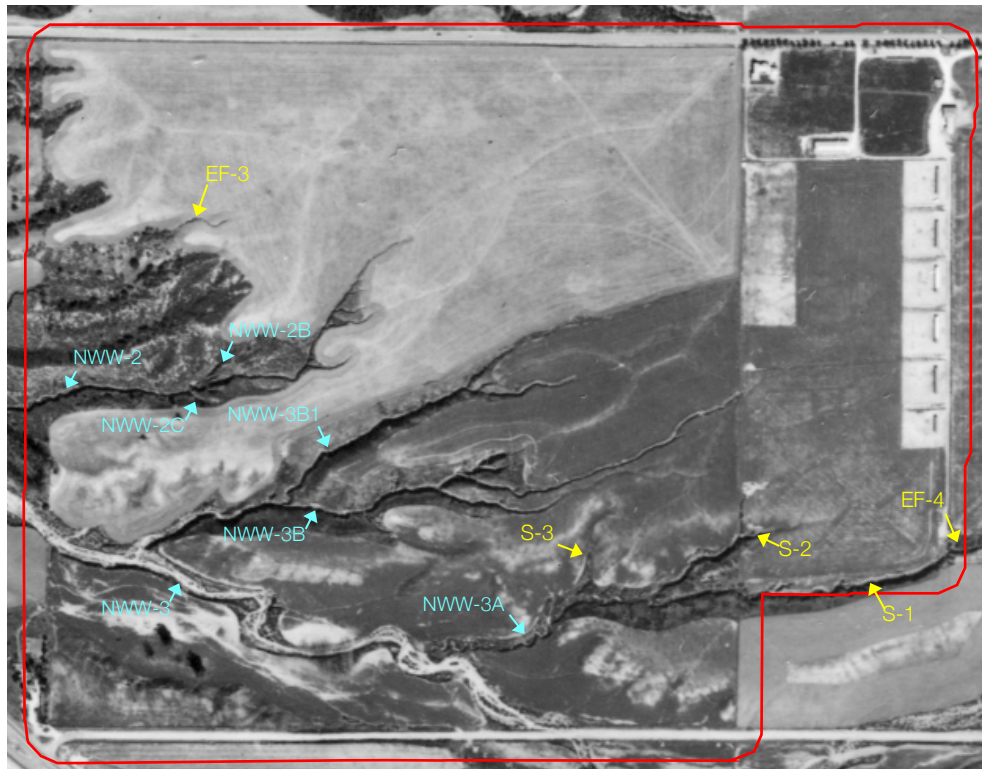
### Recent and Historic Aerials Analysis

Source: Google Earth Pro and University of California – Santa Barbara



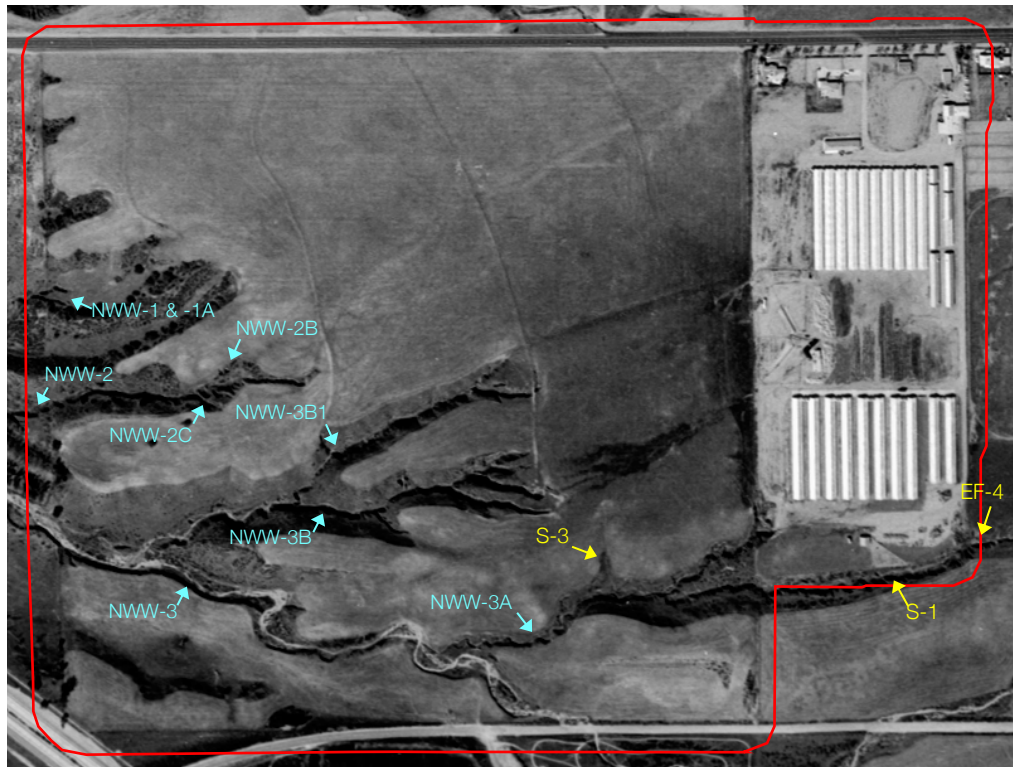
**May 1938** – Agriculture fields are present on the northeast corner of the review area. The review area appears to be regularly mowed as distinguishable by the contrast in color between areas of higher elevation and lower topographical areas between hill slopes and along drainage features (see northwest corner and southern segment of the review area). Non-Wetland Water (NWW)-2B, NWW-2C, NWW-3, and NWW-3A are visible on the May 1938 aerial in their current locations. NWW-2, NWW-3B, and NWW-3B1 are also visible on the aerial in their current locations; however, each feature extends further east/northeast across the review area. NWW-3A, NWW-3B, and NWW-3B1 appear to receive runoff from the agriculture fields in the northeast corner of the review area. NWW-3A also appears to receive runoff from the agricultural fields east of the review area. NWW-1, NWW-1A, and NWW-2A are not distinguishable in the May 1938 aerial.

Erosional Feature (EF)-1 and EF-2 are not apparent. EF-3 is evident and appears to receive some runoff from Cherry Valley Boulevard. Some potential inundation or vegetation is visible in the current location of EF-4. The area appears to receive runoff from agricultural fields in the adjacent properties east of the review area. EF-5 through EF-8 are not yet present. Basin (B)-1 through B-5 are not yet present and evidence of potential ponding in their present-day locations is not visible. Swale (S)-1 is evident and more defined on the May 1938 aerial. Some potential inundation or vegetation appears in the current extent of S-2 and S-3. Ditch (D)-1, S-4, and S-5 are not yet present.



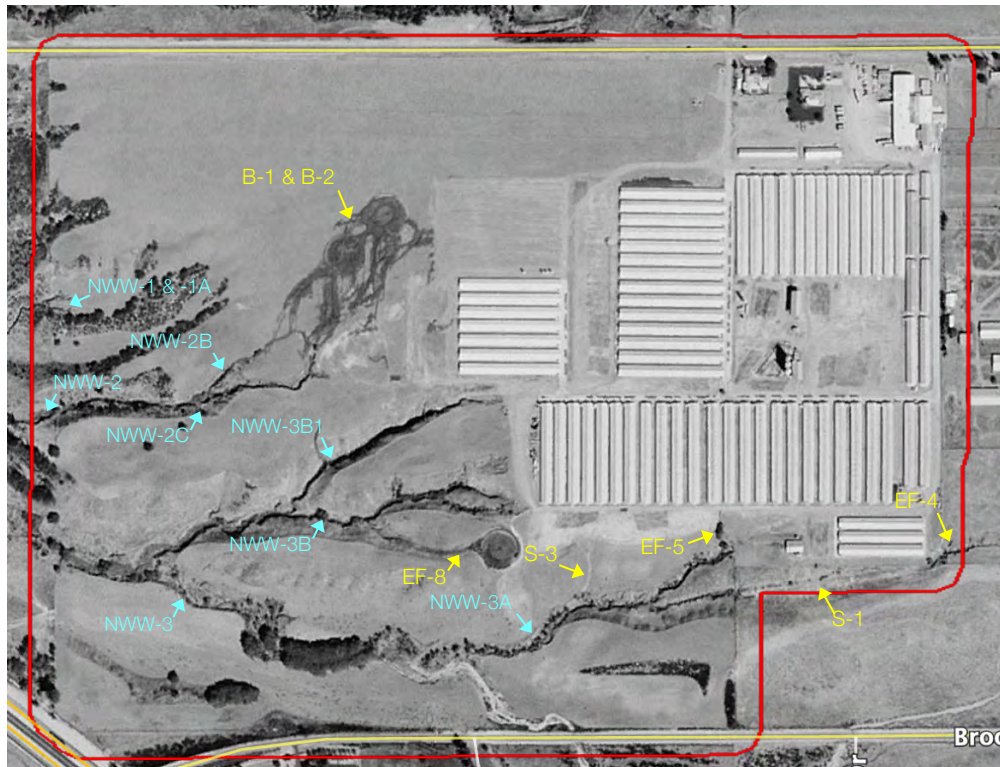
**February 1953** – The agriculture fields were removed from the northeast corner and some structures were constructed along the eastern review area boundary between May 1938 and February 1953. The review area continues to appear to be regularly mowed (see northern segment and northwest corner of the review area). NWW-2B, NWW-2C, NWW-3, and NWW-3A are visible on the February 1953 aerial in their current locations. NWW-2, NWW-3B, and NWW-3B1 are also visible on the aerial in their current locations; however, each feature extends further east/northeast across the review area. NWW-1, NWW-1A, and NWW-2A are not distinguishable in the February 1953 aerial.

EF-1 and EF-2 are not apparent. EF-3 and EF-4 are evident and visible on the February 1953 aerial. EF-5 through EF-8 are not yet present. B-1 through B-5 are not yet present and evidence of potential ponding in their present-day locations is not visible. S-1 through S-3 are evident and more defined on the February 1953 aerial. D-1, S-4, and S-5 are not yet present.



**February 1976** – Farming operations within the review area began sometime between February 1953 and February 1976 with the construction of various poultry sheds in the northeast portion of the review area. Remains of these developments, such as the shed concrete foundations, exist to this day. NWW-1, NWW-1A, NWW-2C, and NWW-3 are visible on the aerial in their current locations. NWW-2B is evident but less distinguishable in the February 1976 aerial. The review area continues to appear to be regularly mowed and, along with the initiation of farming operations, likely resulted in the significant reduction of the furthestmost east/northeast extents of NWW-2, NWW-3A, NWW-3B, and NWW-3B1 between February 1953 and 1976. NWW-2A is not distinguishable in the February 1976 aerial.

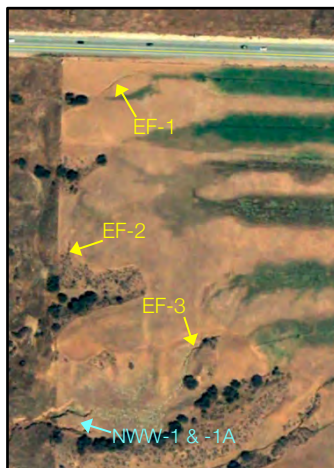
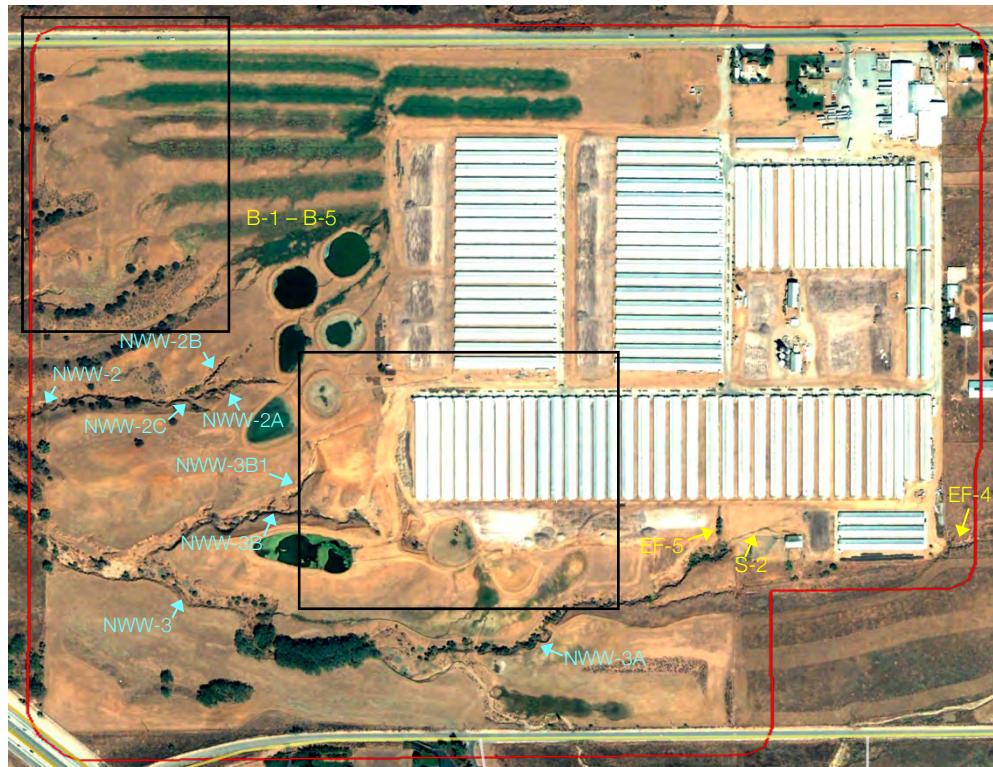
EF-1 and EF-2 are not apparent. EF-3 is no longer evident in the February 1976 aerial and was likely mowed between February 1953 and 1976. EF-4 is evident while EF-5 through EF-8 are still not yet present. B-1 through B-5 are not yet present and evidence of potential ponding in their present-day locations is not visible. S-1 is evident in the February 1976 aerial; however, S-1 is becoming less distinguishable. S-2 is no longer present as the new farming operations extend into S-2's previous location. Some evidence of S-3 is visible; however, the feature is less defined. D-1, S-4, and S-5 are not yet present.



**September 1996** – Farming operations within the review area continue to expand between February 1976 and September 1996 with the development of more poultry sheds in the center of the review area. Additionally, various ponding basins (i.e., B-1 and B-2) were developed within the review area during this time. Remains of these developments and site modifications exist to this day. B-1 and B-2 appear to drain runoff into NWW-2 and NWW-2B. Furthermore, an unnamed basin in the center of the review area drains into NWW-3B. The drainage between the unnamed basin and NWW-3B accounts for a portion of present-day NWW-3B and EF-8. NWW-1, NWW-1A, NWW-3, and NWW-3A are visible on the aerial in their current locations and extents. NWW-2C is evident but less distinguishable in the September 1996 aerial. The review area still appears to be regularly mowed. The expanding farming operations contribute to further reduction of NWW-3B and NWW-3B1. NWW-2A is not distinguishable in the September 1996 aerial.

EF-1 through EF-3 are not apparent. EF-4 is still defined and visible. EF-5 is now visible and appears to receive runoff from the newly constructed poultry sheds. B-3 through B-5 are not visible/present in September 1996. S-1 is evident in the September 1996 aerial but appears to be losing further definition. Some evidence of S-3 is visible; however, the feature is less distinguishable. D-1, S-4, and S-5 are not visible.

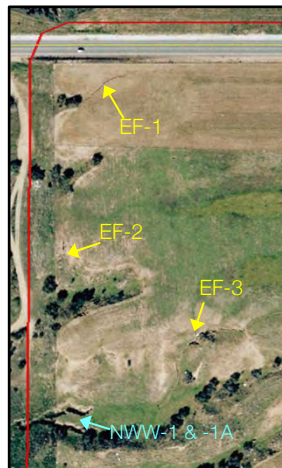
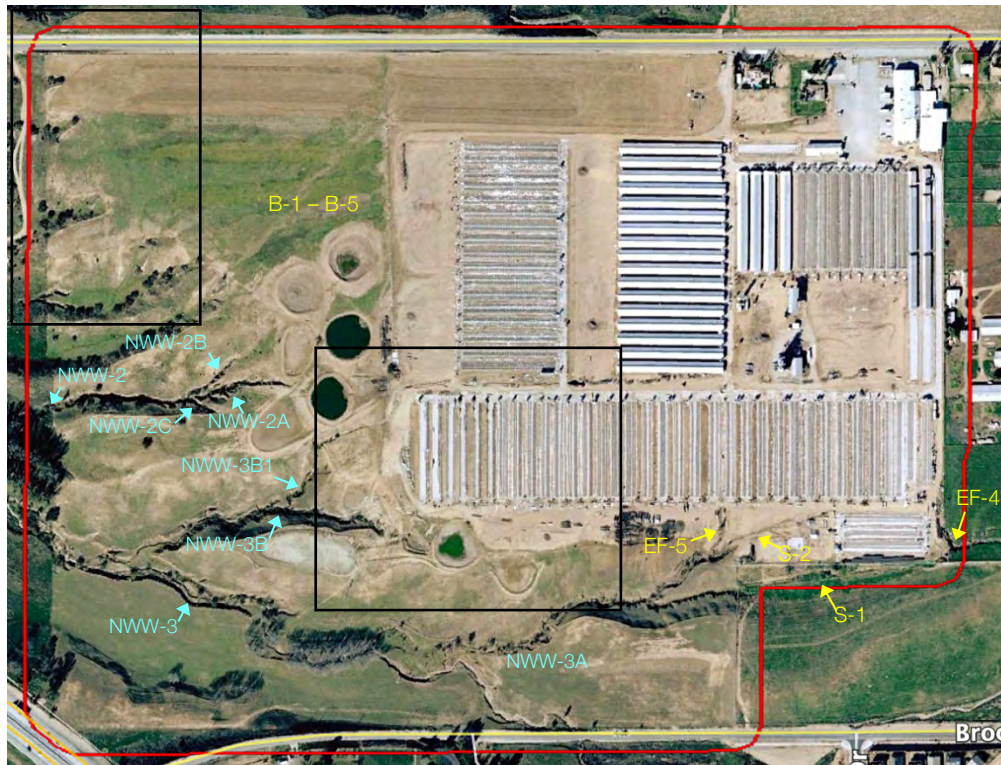




**October 2003** – Farming operations within the review area continue to expand between September 1996 and October 2003 with the construction of more poultry sheds in the center of the review area. Additionally, more ponding basins (i.e., B-3 through B-5 and various other unnamed basins) were developed during this time. Remains of these developments and site modifications exist to this day. B-1 and B-2 are still present; however, no longer appear to drain runoff into NWW-2 and NWW-2B. Furthermore, NWW-3B no longer appears to receive flows from the unnamed basin in the center of the review area. NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, and NWW-3A are visible on the aerial in their current locations. The expanding farming operations continue to contribute to further reductions of NWW-3B and NWW-3B1. By October 2003, NWW-3B and NWW-3B1 were reduced to their current extents. NWW-2A is primarily only visible near its convergence with NWW-2.

EF-1 through EF-3 are visible and appear to receive runoff from a new irrigation system within the review area. EF-4 is evident, and EF-5 still appears to receive runoff from the poultry sheds. S-1 is further indistinguishable and appears to likely contain the same characteristics as those observed present-day (i.e., no break in slope or a defined bed and bank between the swale and adjacent uplands). S-2 has reemerged and appears to receive runoff from farming operation buildings. The expansion of the poultry sheds appears to result in S-4 and EF-6 becoming slightly apparent and S-5, EF-7, and EF-8 being visible in their current locations and extents. S-3 and D-1 are not yet apparent.





**January 2006** – Various poultry sheds throughout the review area were demolished sometime between October 2003 and January 2006. The remaining shed concrete foundations visible in the January 2006 aerial exist to this day. NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 are visible in their current locations and extents. NWW-2A is primarily only visible near its convergence with NWW-2.

B-1 through B5 and EF-1 through EF-4 are visible in their current locations. EF-5 and S-2 continue to receive runoff downslope from the farming operations. S-1 is still only defined by the slight concave topography and lacks any other distinguishable features. S-3 has reemerged and is slightly visible in the January 2006 aerial. Active farming activities between October 2003 and January 2006 likely resulted in further defining S-4, S-5, and EF-6 through EF-8. D-1 is now fully evident in the January 2006 aerial. The northernmost poultry sheds appear to create downslope runoff which defined and created D-1 between October 2003 and January 2006.

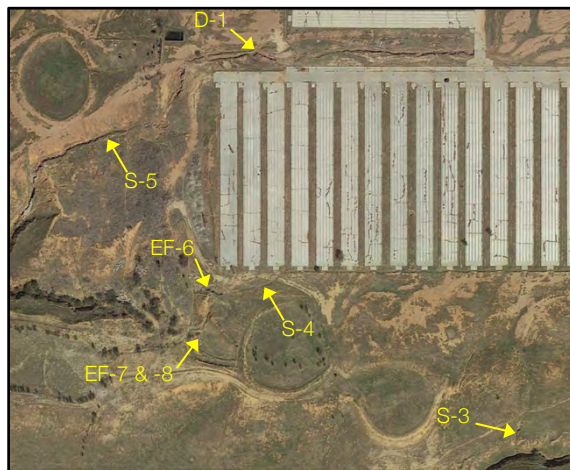
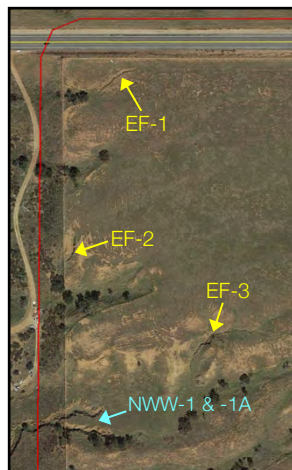
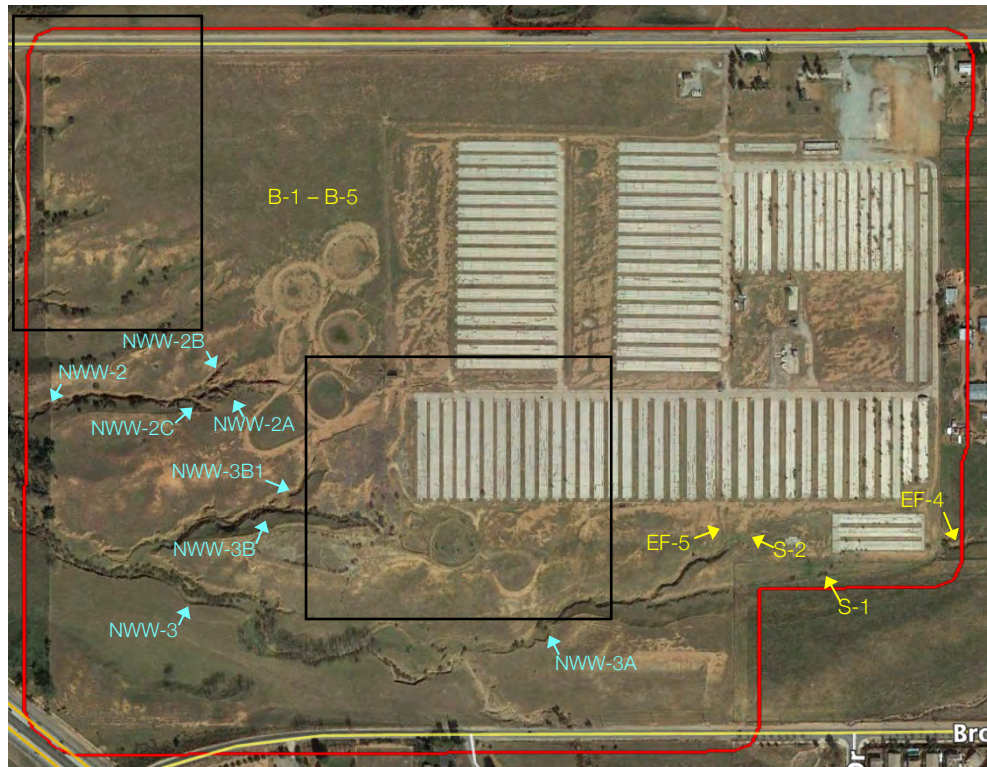




**March 2011** – Based on GoogleEarth aerials, the last remaining poultry sheds throughout the review area were removed between January 2006 and August 2006. By March 2011, NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 are visible in their current locations and extents. NWW-2A is primarily only visible near its convergence with NWW-2.

B-1 through B5 and EF-1 through EF-4 are visible in their current locations. EF-5 and S-2 are less distinguishable in the May 2011 aerial, likely a result from the total removal of farming operations within the review area. S-1 is still only apparent by the slight concave topography and lacks any other distinguishable features. The end of farming operations also likely contributed to the significant reduction of S-3 between January 2006 and March 2011. S-3 is only slightly evident near its convergence with NWW-3A. EF-6 through EF-8 and S-4 are also less distinguishable in the March 2011 aerial. S-5 and D-1 are still evident in the March 2011 aerial.





**February 2018** – Based on GoogleEarth aerals, the last remaining farming operation buildings located in the northeastern corner were removed between October 2016 and February 2018. By February 2018, NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 are visible in their current locations and extents. NWW-2A is primarily only visible near its convergence with NWW-2.

B-1 through B5 and EF-1 through EF-4 are visible in their current locations. EF-5 and S-2 are less distinguishable in the February 2018 aerial. S-1 is still only defined by the slight concave topography and lacks any other distinguishable features. S-3 is still only slightly evident near its convergence with NWW-3A. EF-6 through EF-8 and S-4 are also less distinguishable. S-5 and D-1 are still evident in the March 2011 aerial.

## **APPENDIX E**

### **ARID WEST WETLAND DETERMINATION DATA FORMS AND EPHEMERAL AND INTERMITTENT STREAMS OHWM DATASHEETS**

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Beaumont Summit Station City/County: Beaumont Sampling Date: 06/07/2021  
 Applicant/Owner: Exeter Cherry Valley Land, LLC State: CA Sampling Point: WDP 1  
 Investigator(s): Shanti Santulli, Sarah Krejca, Ian Hirschler Section, Township, Range: T2S, R1W, S30  
 Landform (hillslope, terrace, etc.): In basin (constructed) Local relief (concave, convex, none): Concave Slope (%): 0-1%  
 Subregion (LRR): LRR C - Mediterranean California Lat: 33.965328 Long: -117.022071 Datum: WGS 84  
 Soil Map Unit Name: Terrace escarpments NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes \_\_\_\_\_ No ☒ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology ☒ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	
Remarks: Sample point taken within constructed earthen basin, near three individual mulefat. Drought conditions per APT (i.e., atypical hydrologic conditions/naturally problematic); however, wetland hydrology parameter still met based on presence of surface soil cracks.	

## VEGETATION – Use scientific names of plants.

<b>Tree Stratum</b> (Plot size: <u>N/A</u> ) 1. <u>N/A</u> 2. _____ 3. _____ 4. _____ _____ = Total Cover <b>Sapling/Shrub Stratum</b> (Plot size: <u>10-foot radius</u> ) 1. <u>Baccharis salicifolia</u> 25% Yes FAC 2. _____ 3. _____ 4. _____ 5. _____ _____ = Total Cover <b>Herb Stratum</b> (Plot size: <u>5-foot radius</u> ) 1. <u>Hirschfeldia incana</u> 15% Yes NL/UPL 2. <u>Polygonum aviculare</u> 3% No FAC 3. <u>Croton setiger</u> 2% No NL/UPL 4. _____ 5. _____ 6. _____ 7. _____ 8. _____ _____ = Total Cover <b>Woody Vine Stratum</b> (Plot size: <u>N/A</u> ) 1. <u>N/A</u> 2. _____ _____ = Total Cover % Bare Ground in Herb Stratum <u>80%</u> % Cover of Biotic Crust <u>0%</u>	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50%</u> (A/B) <b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>28</u> x 3 = <u>84</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>17</u> x 5 = <u>85</u> Column Totals: <u>45</u> (A) <u>169</u> (B) Prevalence Index = B/A = <u>3.76</u> <b>Hydrophytic Vegetation Indicators:</b> ___ Dominance Test is >50% ___ Prevalence Index is ≤3.0 <sup>1</sup> ___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. <b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
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Remarks:

Sample point taken near three individual mulefat within area mapped as non-native grassland.

## SOIL

Sampling Point: WDP 1

[illegible]

## HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Water Marks (B1) ( <b>Riverine</b> )
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Biotic Crust (B12)	<input type="checkbox"/> Sediment Deposits (B2) ( <b>Riverine</b> )
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Drift Deposits (B3) ( <b>Riverine</b> )
<input type="checkbox"/> Water Marks (B1) ( <b>Nonriverine</b> )	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Sediment Deposits (B2) ( <b>Nonriverine</b> )	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Drift Deposits (B3) ( <b>Nonriverine</b> )	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Crayfish Burrows (C8)
<input checked="" type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> Water Table Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> Saturation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> (includes capillary fringe)		<b>Wetland Hydrology Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
N/A		
Remarks:		
Abandoned farm/stock pond that may still collect water during rains but no other wetland hydrology indicators observed beyond soil surface cracks. Did not meet FAC-Neutral Test.		

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Beaumont Summit Station City/County: Beaumont Sampling Date: 06/07/2021  
 Applicant/Owner: Exeter Cherry Valley Land, LLC State: CA Sampling Point: WDP 2  
 Investigator(s): Sarah Krejca, Shanti Santulli Section, Township, Range: T2S, R1W, S30  
 Landform (hillslope, terrace, etc.): In channel Local relief (concave, convex, none): Slightly concave Slope (%): 1-3%  
 Subregion (LRR): LRR C - Mediterranean California Lat: 32.964923 Long: -117.023427 Datum: WGS 84  
 Soil Map Unit Name: Terrace escarpments NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes \_\_\_\_\_ No ☒ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology ☒ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks: Sample point taken within earthen channel. Drought conditions per APT (i.e., atypical hydrologic conditions/naturally problematic); no hydrology indicators observed. However, sampling point within ephemeral channel not anticipated to function as wetland - hydrophytic vegetation and hydric soils also not observed.	

## VEGETATION – Use scientific names of plants.

<b>Tree Stratum</b> (Plot size: <u>10-foot radius</u> ) 1. <u>Sambucus nigra</u> <u>5%</u> <u>Yes</u> <u>FACU</u> 2. _____ 3. _____ 4. _____ <u>5%</u> = Total Cover <b>Sapling/Shrub Stratum</b> (Plot size: <u>10-foot radius</u> ) 1. <u>Baccharis salicifolia</u> <u>25%</u> <u>Yes</u> <u>FAC</u> 2. _____ 3. _____ 4. _____ 5. _____ <u>25%</u> = Total Cover <b>Herb Stratum</b> (Plot size: <u>5-foot radius</u> ) 1. <u>Brachypodium distachyon</u> <u>35%</u> <u>Yes</u> <u>NL/UPL</u> 2. <u>Bromus diandrus</u> <u>25%</u> <u>Yes</u> <u>NL/UPL</u> 3. <u>Hirschfeldia incana</u> <u>15%</u> <u>No</u> <u>NL/UPL</u> 4. <u>Marrubium vulgare</u> <u>5%</u> <u>No</u> <u>FACU</u> 5. _____ 6. _____ 7. _____ 8. _____ <u>80%</u> = Total Cover <b>Woody Vine Stratum</b> (Plot size: <u>N/A</u> ) 1. <u>N/A</u> 2. _____ <u>N/A</u> = Total Cover % Bare Ground in Herb Stratum <u>20%</u> % Cover of Biotic Crust <u>0%</u>	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>25%</u> (A/B) <b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>25</u> x 3 = <u>75</u> FACU species <u>10</u> x 4 = <u>40</u> UPL species <u>75</u> x 5 = <u>375</u> Column Totals: <u>110</u> (A) <u>490</u> (B) Prevalence Index = B/A = <u>4.45</u> <b>Hydrophytic Vegetation Indicators:</b> ___ Dominance Test is >50% ___ Prevalence Index is ≤3.0 <sup>1</sup> ___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. <b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
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Remarks:

Sample point taken within area mapped as non-native grassland.

## SOIL

Sampling Point: WDP 2

**Profile Description:** (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

[illegible]

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

## Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

### Indicators for Problematic Hydric Soils<sup>3</sup>:

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Histosol (A1)                           | <input type="checkbox"/> Sandy Redox (S5)           | <input type="checkbox"/> 1 cm Muck (A9) ( <b>LRR C</b> )  |
| <input type="checkbox"/> Histic Epipedon (A2)                    | <input type="checkbox"/> Stripped Matrix (S6)       | <input type="checkbox"/> 2 cm Muck (A10) ( <b>LRR B</b> ) |
| <input type="checkbox"/> Black Histic (A3)                       | <input type="checkbox"/> Loamy Mucky Mineral (F1)   | <input type="checkbox"/> Reduced Vertic (F18)             |
| <input type="checkbox"/> Hydrogen Sulfide (A4)                   | <input type="checkbox"/> Loamy Gleyed Matrix (F2)   | <input type="checkbox"/> Red Parent Material (TF2)        |
| <input type="checkbox"/> Stratified Layers (A5) ( <b>LRR C</b> ) | <input type="checkbox"/> Depleted Matrix (F3)       | <input type="checkbox"/> Other (Explain in Remarks)       |
| <input type="checkbox"/> 1 cm Muck (A9) ( <b>LRR D</b> )         | <input type="checkbox"/> Redox Dark Surface (F6)    |   |
| <input type="checkbox"/> Depleted Below Dark Surface (A11)       | <input type="checkbox"/> Depleted Dark Surface (F7) |   |
| <input type="checkbox"/> Thick Dark Surface (A12)                | <input type="checkbox"/> Redox Depressions (F8)     |   |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)                | <input type="checkbox"/> Vernal Pools (F9)          |   |
| <input type="checkbox"/> Sandy Gleyed Matrix (S4)                |   |   |
- <sup>3</sup>Indicators of hydrophytic vegetation wetland hydrology must be present unless disturbed or problematic

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: Shovel refusal - compact soils

Depth (inches): 11 inches

Hydric Soil Present? Yes \_\_\_\_\_ No ☒

Remarks:

Soil moistened with spray bottle to record soil color. Uniform soil throughout. No hydric soil indicators observed.

## HYDROLOGY

### Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Surface Water (A1)                            | <input type="checkbox"/> Salt Crust (B11)                              | <input type="checkbox"/> Water Marks (B1) ( <b>Riverine</b> )       |
| <input type="checkbox"/> High Water Table (A2)                         | <input type="checkbox"/> Biotic Crust (B12)                            | <input type="checkbox"/> Sediment Deposits (B2) ( <b>Riverine</b> ) |
| <input type="checkbox"/> Saturation (A3)                               | <input type="checkbox"/> Aquatic Invertebrates (B13)                   | <input type="checkbox"/> Drift Deposits (B3) ( <b>Riverine</b> )    |
| <input type="checkbox"/> Water Marks (B1) ( <b>Nonriverine</b> )       | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                    | <input type="checkbox"/> Drainage Patterns (B10)                    |
| <input type="checkbox"/> Sediment Deposits (B2) ( <b>Nonriverine</b> ) | <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) | <input type="checkbox"/> Dry-Season Water Table (C2)                |
| <input type="checkbox"/> Drift Deposits (B3) ( <b>Nonriverine</b> )    | <input type="checkbox"/> Presence of Reduced Iron (C4)                 | <input type="checkbox"/> Crayfish Burrows (C8)                      |
| <input type="checkbox"/> Surface Soil Cracks (B6)                      | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)    | <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)  |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)     | <input type="checkbox"/> Thin Muck Surface (C7)                        | <input type="checkbox"/> Shallow Aquitard (D3)                      |
| <input type="checkbox"/> Water-Stained Leaves (B9)                     | <input type="checkbox"/> Other (Explain in Remarks)                    | <input type="checkbox"/> FAC-Neutral Test (D5)                      |

**Field Observations:**

Surface Water Present?      Yes      No      ☒      Depth (inches):      N/A

Water Table Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_ N/A

Saturation Present? Yes ☐ No ☒ Depth (inches):   
(includes capillary fringe)

Wetland Hydrology Present?    Yes                      No    ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

N/A

Remarks:

Did not meet FAC-Neutral Test. No wetland hydrology indicators observed.

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Beaumont Summit Station City/County: Beaumont Sampling Date: 06/07/2021  
 Applicant/Owner: Exeter Cherry Valley Land, LLC State: CA Sampling Point: WDP 3  
 Investigator(s): Sarah Krejca, Shanti Santulli, Ian Hirschler Section, Township, Range: T2S, R1W, S30  
 Landform (hillslope, terrace, etc.): In channel Local relief (concave, convex, none): Slightly concave Slope (%): 1-2%  
 Subregion (LRR): LRR C - Mediterranean California Lat: 33.962825 Long: -117.022836 Datum: WGS 84  
 Soil Map Unit Name: Terrace escarpments NWI classification: Riverine

Are climatic / hydrologic conditions on the site typical for this time of year? Yes \_\_\_\_\_ No ☒ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology ☒ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks: Sample point taken within earthen channel. Drought conditions per APT (i.e., atypical hydrologic conditions/naturally problematic); hydrophytic vegetation parameter still met at sampling point, but no hydric soils or wetland hydrology. Sampling point within ephemeral stream not anticipated to function as wetland despite presence of mulefat (FAC).	

## VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>N/A</u> )	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)  Total Number of Dominant Species Across All Strata: <u>1</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
1. <u>N/A</u>				
2. _____				
3. _____				
4. _____				
_____ = Total Cover				<b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B)  Prevalence Index = B/A = _____
<b>Sapling/Shrub Stratum</b> (Plot size: <u>5-foot radius</u> )				
1. <u>Baccharis salicifolia</u>	<u>10%</u>	<u>Yes</u>	<u>FAC</u>	
2. _____				
3. _____				
4. _____				
5. _____				
<u>10%</u> = Total Cover				<b>Hydrophytic Vegetation Indicators:</b> <input checked="" type="checkbox"/> Dominance Test is >50% _____ Prevalence Index is ≤3.0 <sup>1</sup> _____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) _____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
<b>Herb Stratum</b> (Plot size: <u>N/A</u> )				
1. <u>N/A</u>				
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
_____ = Total Cover				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
<b>Woody Vine Stratum</b> (Plot size: <u>N/A</u> )				
1. <u>N/A</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No _____
2. _____				
<u>N/A</u> = Total Cover				
% Bare Ground in Herb Stratum <u>97%</u>		% Cover of Biotic Crust <u>0%</u>		

Remarks:

Sample point taken within area mapped as mulefat scrub. Less than 5% herbaceous cover (approximately 3%), therefore, per AW manual, no herb stratum. 5-foot radius plot size used for sapling/shrub stratum to only account for vegetation within area with same soil and hydrologic conditions (i.e., within the channel).

## SOIL

Sampling Point: WDP 3

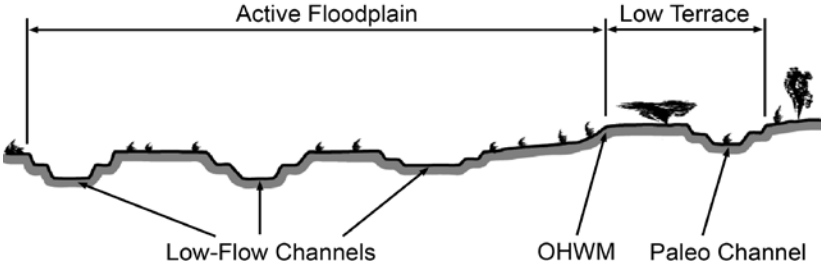
[illegible]

## HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Water Marks (B1) ( <b>Riverine</b> )
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Biotic Crust (B12)	<input type="checkbox"/> Sediment Deposits (B2) ( <b>Riverine</b> )
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Drift Deposits (B3) ( <b>Riverine</b> )
<input type="checkbox"/> Water Marks (B1) ( <b>Nonriverine</b> )	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Sediment Deposits (B2) ( <b>Nonriverine</b> )	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Drift Deposits (B3) ( <b>Nonriverine</b> )	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>          N/A          </u> Water Table Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>          N/A          </u> Saturation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>          N/A          </u> (includes capillary fringe)		<b>Wetland Hydrology Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
N/A		
Remarks:		
Did not meet FAC-Neutral Test. No wetland hydrology indicators observed.		

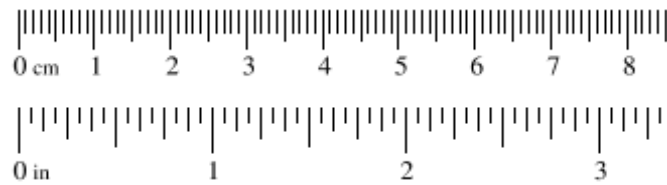


## Arid West Ephemeral and Intermittent Streams OHWM Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 1 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca		<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 2		<b>Time:</b> 0815 <b>State:</b> CA <b>Photo end file#:</b> 2	
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?		<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.968238, -117.025022			
<b>Potential anthropogenic influences on the channel system:</b> Surrounding area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.					
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm. Lower topographic area between two gentle slopes, just south of developed road (Cherry Valley Boulevard).					
<b>Checklist of resources (if available):</b> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 50%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>					
<b>Hydrogeomorphic Floodplain Units</b> 					
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>					

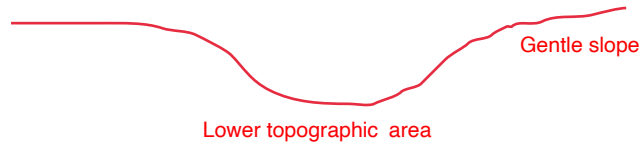
### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**

Facing west

**OHWM**

GPS point: 33.968238, -117.025022

**Indicators:**

- ☐ Change in average sediment texture
- ☐ Change in vegetation species
- ☐ Change in vegetation cover

- ☐ Break in bank slope
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

Lower topographic area did not exhibit bed and bank indicators; no change in sediment texture or break in slope; vegetation did not differ from lower topographic area to adjacent slopes (dominated by non-native grassland and scrub oak). Data was collected during a drought year; however, historic aeriels and previous delineation note consistent conditions.

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA
- ☐ Early (herbaceous & seedlings)
- ☐ Mid (herbaceous, shrubs, saplings)
- ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks
- ☐ Ripples
- ☐ Drift and/or debris
- ☐ Presence of bed and bank
- ☐ Benches
- ☐ Soil development
- ☐ Surface relief
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

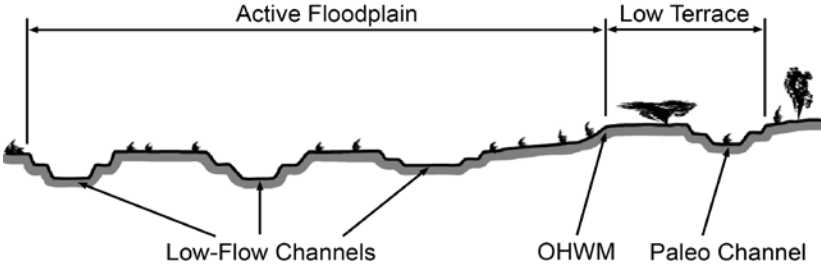
- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

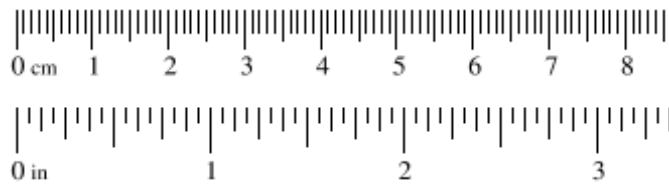
**Comments:**

## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 2 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 4 <b>Time:</b> 0830 <b>State:</b> CA <b>Photo end file#:</b> 4
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.967162, -117.025097
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.	
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; gully/erosional feature adjacent to western site boundary. Highly incised area.	
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>	
<b>Hydrogeomorphic Floodplain Units</b> 	
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>	

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**Facing downstream  
(southwest)

Upland

Upland

gully/incised area

**OHWM**

GPS point: 33.967162, -117.025097

**Indicators:**

- ☐ Change in average sediment texture  
☐ Change in vegetation species  
☐ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Gully/erosional feature that exhibited a slight break in bank slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators. Gully and surrounding upland were both heavily vegetated with non-native grasses.

**Floodplain unit:**☐ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA ☐ Mid (herbaceous, shrubs, saplings)  
☐ Early (herbaceous & seedlings) ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks  
☐ Ripples  
☐ Drift and/or debris  
☐ Presence of bed and bank  
☐ Benches

- ☐ Soil development  
☐ Surface relief  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
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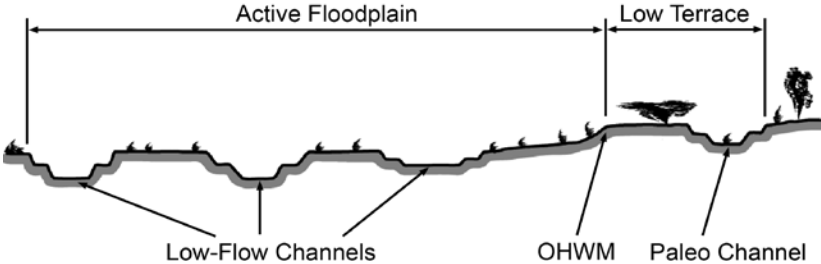
**Indicators:**

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**Comments:**

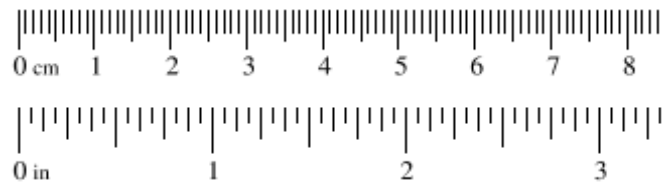


## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 3 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca		<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 8		<b>Time:</b> 0915 <b>State:</b> CA <b>Photo end file#:</b> 9	
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?		<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.966030, -117.024921			
<b>Potential anthropogenic influences on the channel system:</b> Surrounding area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.					
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; north and south leg of feature within lower topographic area adjacent to western site boundary.					
<b>Checklist of resources (if available):</b> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 50%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>					
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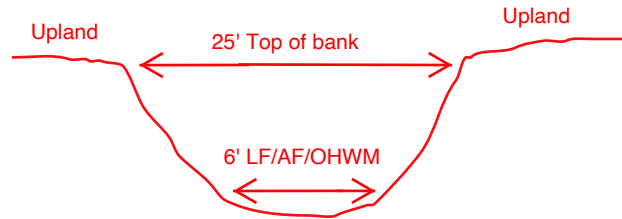
### Wentworth Size Classes

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1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**

Northern leg of  
feature; facing  
downstream (west)

**OHWM**

GPS point: 33.966030, -117.024921

**Indicators:**

- ☐ Change in average sediment texture  
☐ Change in vegetation species  
☒ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Approximately 6-foot wide OHWM defined by a faint break in slope and change in vegetation cover. Data was taken during a drought year. No distinguishable difference in sediment texture from active floodplain (AF) to upland. More defined bed and bank occurs downstream, but off site.

**Floodplain unit:**

☒ Low-Flow Channel

☐ Active Floodplain

☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA ☐ Mid (herbaceous, shrubs, saplings)  
☐ Early (herbaceous & seedlings) ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks  
☐ Ripples  
☐ Drift and/or debris  
☐ Presence of bed and bank  
☐ Benches

- ☐ Soil development  
☐ Surface relief  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.

**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 80 % Tree: 0 % Shrub: 0 % Herb: 80 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by faint break in bank slope; AF heavily vegetated with non-native grasses.

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 50 % Tree: 0 % Shrub: 0 % Herb: 50 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development          |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____              |

**Comments:**

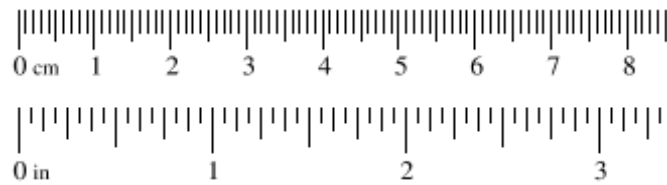
No true low terrace; uplands defined by surface relief. Uplands partially vegetated with non-native grasses.

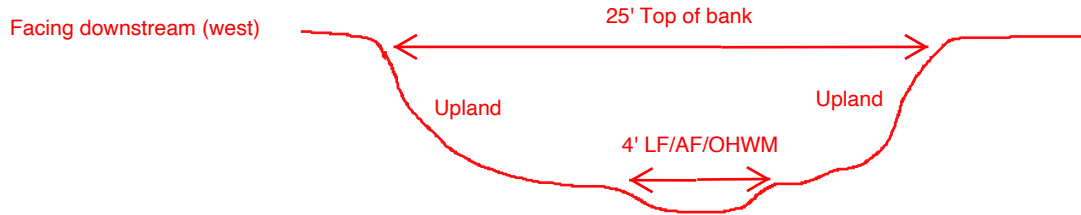
## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 4 <b>Investigator(s):</b> Shanti Santulli, Sarah Krejca	<b>Date:</b> 06/07/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 18	<b>Time:</b> 0900 <b>State:</b> CA <b>Photo end file#:</b> 19
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.964891, -117.023514	
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; north and south leg of drainage within lower topographic area adjacent to western site boundary.		
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHW M:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHW M and record the indicators. Record the OHW M position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
		Granule	
0.079	2.00	Very coarse sand	Sand
0.039	1.00	Coarse sand	
0.020	0.50	Medium sand	
1/2 0.0098	0.25	Fine sand	
1/4 0.005	0.125	Very fine sand	
1/8 0.0025	0.0625		
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:****OHWM**

GPS point: 33.964891, -117.023514

**Indicators:**

- ☐ Change in average sediment texture  
☐ Change in vegetation species  
☒ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Approximately 4-foot wide OHWM defined by a break in slope and a change in vegetation cover. Data was taken during a drought year; however, indicators still observed and consistent with anticipated extent of OHWM based on review of aerials and site conditions/topography. No distinguishable difference in sediment texture from active floodplain (AF) to upland.

**Floodplain unit:**☒ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA  
☐ Early (herbaceous & seedlings)

- ☐ Mid (herbaceous, shrubs, saplings)  
☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks  
☐ Ripples  
☐ Drift and/or debris  
☐ Presence of bed and bank  
☐ Benches

- ☐ Soil development  
☐ Surface relief  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.

**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Coarse silt

Total veg cover: 30 % Tree: 0 % Shrub: 0 % Herb: 30 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by faint break in bank slope; AF sparsely vegetated, becoming less vegetated downstream. Vegetation dominated by non-native grasses, including short-pod mustard (*Hirschfeldia incana*), rigput brome (*Bromus diandrus*), and false brome (*Brachypodium distachyon*).

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Coarse silt

Total veg cover: 65 % Tree: 0 % Shrub: 0 % Herb: 65 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

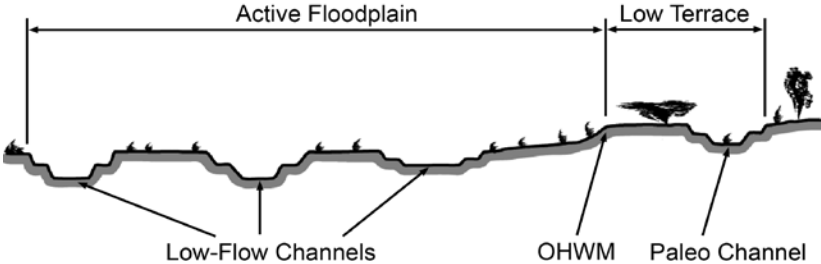
- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development          |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____              |

**Comments:**

No true low terrace; uplands defined by surface relief. Uplands dominated by non-native grasses, including short-pod mustard (*Hirschfeldia incana*), rigput brome (*Bromus diandrus*), and false brome (*Brachypodium distachyon*).

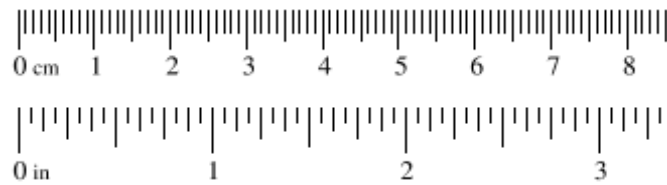


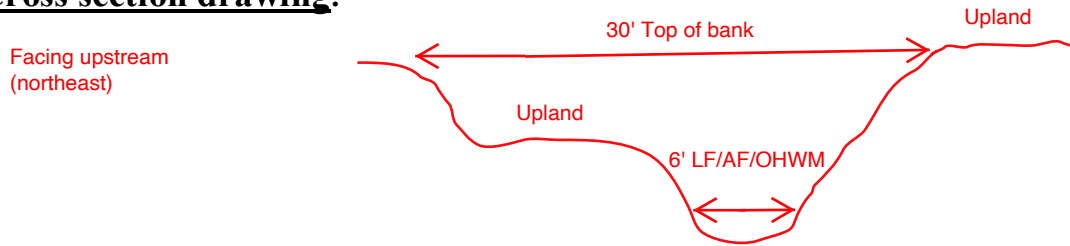
## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 5 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 27 <b>Time:</b> 1200 <b>State:</b> CA <b>Photo end file#:</b> 28
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.963128, -117.017059
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.	
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; drainage feature adjacent to/south of developed concrete slabs near southeast site boundary.	
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>	
<b>Hydrogeomorphic Floodplain Units</b> 	
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHW M:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHW M and record the indicators. Record the OHW M position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>	

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
		Granule	
0.079	2.00	Very coarse sand	Sand
0.039	1.00	Coarse sand	
0.020	0.50	Medium sand	
1/2 0.0098	0.25	Fine sand	
1/4 0.005	0.125	Very fine sand	
1/8 0.0025	0.0625		
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:****OHWM**

GPS point: 33.963128, -117.017059

**Indicators:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Change in average sediment texture | <input checked="" type="checkbox"/> Break in bank slope |
| <input checked="" type="checkbox"/> Change in vegetation species       | <input type="checkbox"/> Other: _____                   |
| <input type="checkbox"/> Change in vegetation cover                    | <input type="checkbox"/> Other: _____                   |

**Comments:**

Approximately 6-foot wide OHWM defined by a break in slope, change in sediment texture, and change in vegetation species. Data was taken during a drought year; however, indicators still observed and consistent with anticipated extent of OHWM based on review of aerials and site conditions/topography.

**Floodplain unit:**    ☒ Low-Flow Channel    ☐ Active Floodplain    ☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ %    Tree: \_\_\_\_\_ %    Shrub: \_\_\_\_\_ %    Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.

**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt with cobbles

Total veg cover: 80 % Tree: 0 % Shrub: 15 % Herb: 65 %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input checked="" type="checkbox"/> Mid (herbaceous, shrubs, saplings) |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees)       |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by break in bank slope; AF heavily vegetated with non-native grasses, including shortpod mustard (*Hirschfeldia incana*).

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 80 % Tree: 5 % Shrub: 10 % Herb: 65 %

Community successional stage:

- |   |   |
|---|---|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)                 |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input checked="" type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

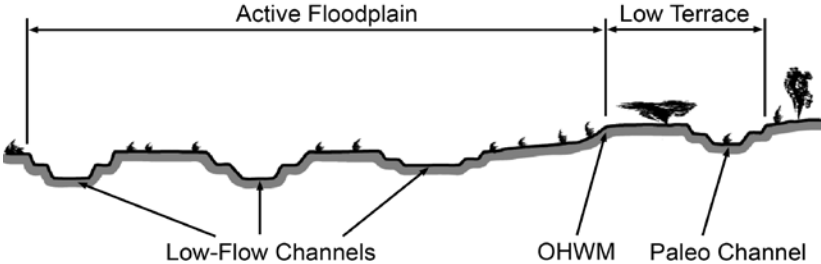
**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development          |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____              |

**Comments:**

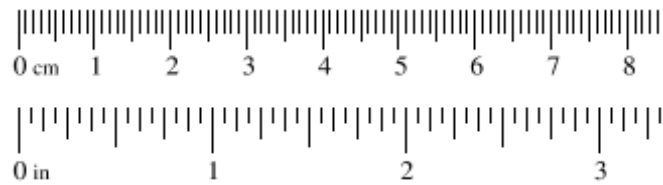
No true low terrace; uplands defined by surface relief. Uplands heavily vegetated with non-native grasses, including shortpod mustard (*Hirschfeldia incana*), and also included horehound (*Marrubium vulgare*) and a black elder (*Sambucus nigra*).

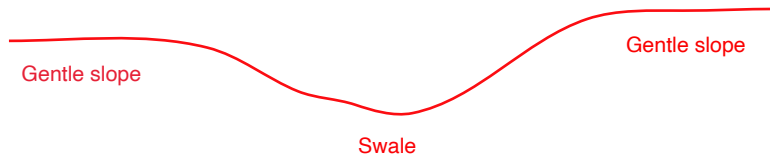
## Arid West Ephemeral and Intermittent Streams OHWM Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 6 <b>Investigator(s):</b> Sarah Krejca, Chelsea Polevy	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 25	<b>Time:</b> 1130 <b>State:</b> CA <b>Photo end file#:</b> 25
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Exeter Cherry Valley Aquatic Resource Delineation Report Review Area <hr/> <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.962849, -117.017148	
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; swale-like feature within area of non-native grassland		
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHW:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHW and record the indicators. Record the OHW position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:****OHWM**

GPS point: 33.962849, -117.017148

**Indicators:**

- ☐ Change in average sediment texture
- ☐ Change in vegetation species
- ☐ Change in vegetation cover

- ☐ Break in bank slope
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

Area did not contain clear bed and bank indicators; no change in sediment texture or break in slope; vegetation in swale and adjacent upland area did not differ (both heavily vegetated and dominated by non-native grasses). Data was collected during a drought year; however, historic aerials and previous delineation note consistent conditions.

**Floodplain unit:**☐ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA
- ☐ Early (herbaceous & seedlings)
- ☐ Mid (herbaceous, shrubs, saplings)
- ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks
- ☐ Ripples
- ☐ Drift and/or debris
- ☐ Presence of bed and bank
- ☐ Benches
- ☐ Soil development
- ☐ Surface relief
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A \_\_\_\_\_

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A \_\_\_\_\_

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

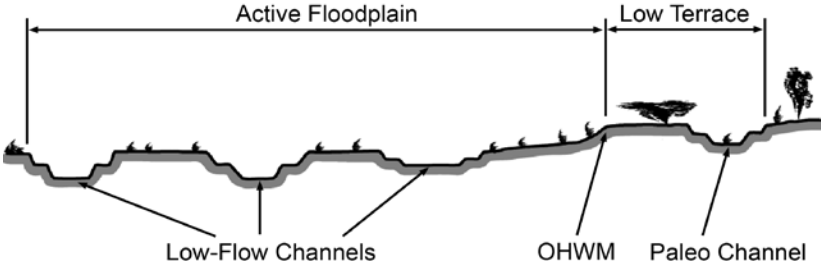
**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**



## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 7 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 33	<b>Time:</b> 1415 <b>State:</b> CA <b>Photo end file#:</b> 34
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Exeter Cherry Valley Aquatic Resource Delineation Report Review Area <hr/> <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.962282, -117.021353	
<b>Potential anthropogenic influences on the channel system:</b> Area receives upstream flows from runoff from developed road (Brookside Avenue) and from culvert that crosses under Brookside Avenue; site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; large drainage feature in southern portion of site within area mapped as tree of heaven.		
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**Facing upstream  
(east)**OHWM**

GPS point: 33.962282, -117.021353

**Indicators:**

- ☒ Change in average sediment texture  
☒ Change in vegetation species  
☒ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Approximately 8-foot wide OHWM primarily defined by a change in average sediment texture, change in vegetation species and cover, and faint break in bank slope. Data was collected during a drought year; however, indicators still observed and consistent with anticipated extent of OHWM based on review of aerials and site conditions/topography.

**Floodplain unit:**☒ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA ☐ Mid (herbaceous, shrubs, saplings)  
☐ Early (herbaceous & seedlings) ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks ☐ Soil development  
☐ Ripples ☐ Surface relief  
☐ Drift and/or debris ☐ Other: \_\_\_\_\_  
☐ Presence of bed and bank ☐ Other: \_\_\_\_\_  
☐ Benches ☐ Other: \_\_\_\_\_

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.

**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium sand

Total veg cover: 0 % Tree: 0 % Shrub: 0 % Herb: 0 %

Community successional stage:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> NA                  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by faint break in bank slope; AF unvegetated.

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 100 % Tree: 10 % Shrub: 5 % Herb: 85 %

Community successional stage:

- |   |   |
|---|---|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)                 |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input checked="" type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input checked="" type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____                |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____                |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____                |

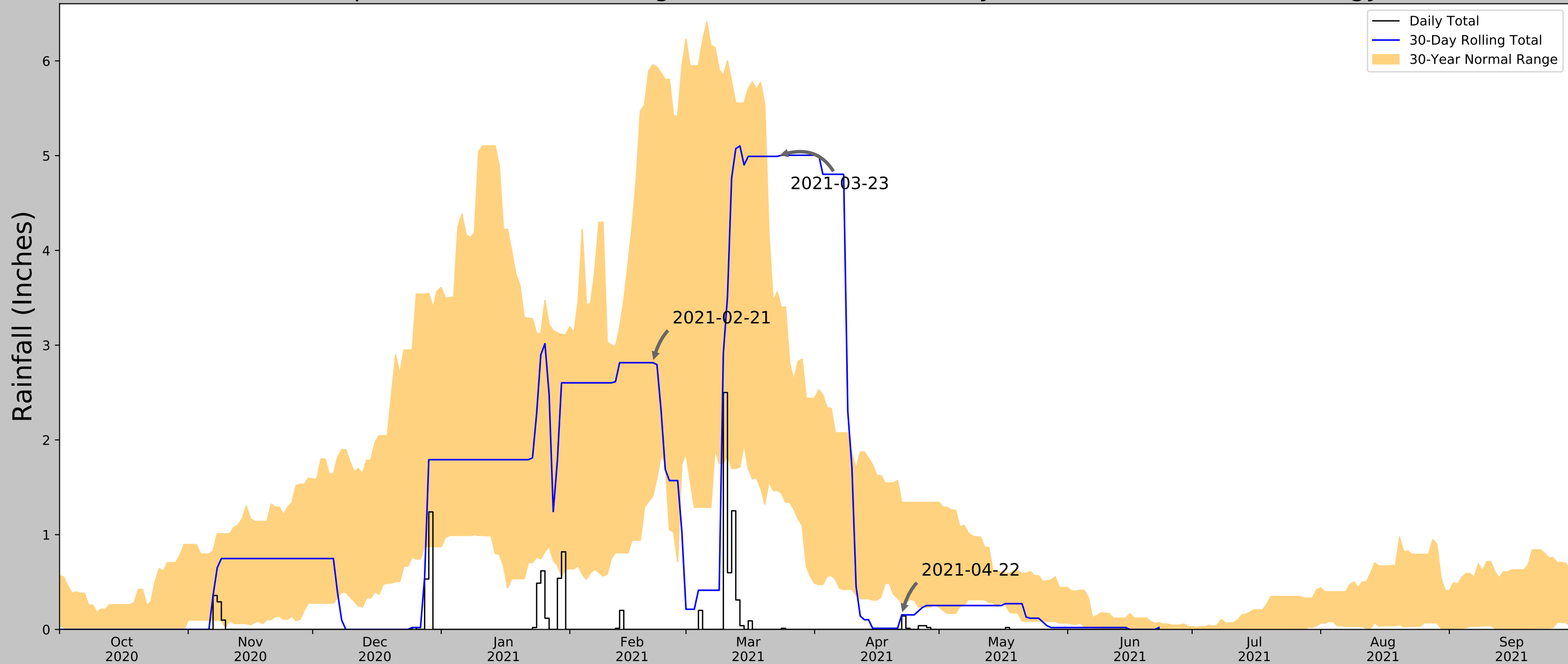
**Comments:**

No true low terrace; uplands defined by soil development and surface relief; uplands were dominated with non-native grasses and tree of heaven (*Ailanthus altissima*).

## **APPENDIX F**

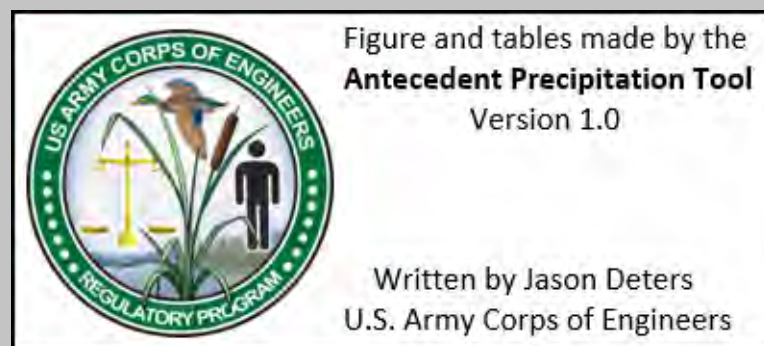
### **ANTECEDENT PRECIPITATION TOOL OUTPUT**

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



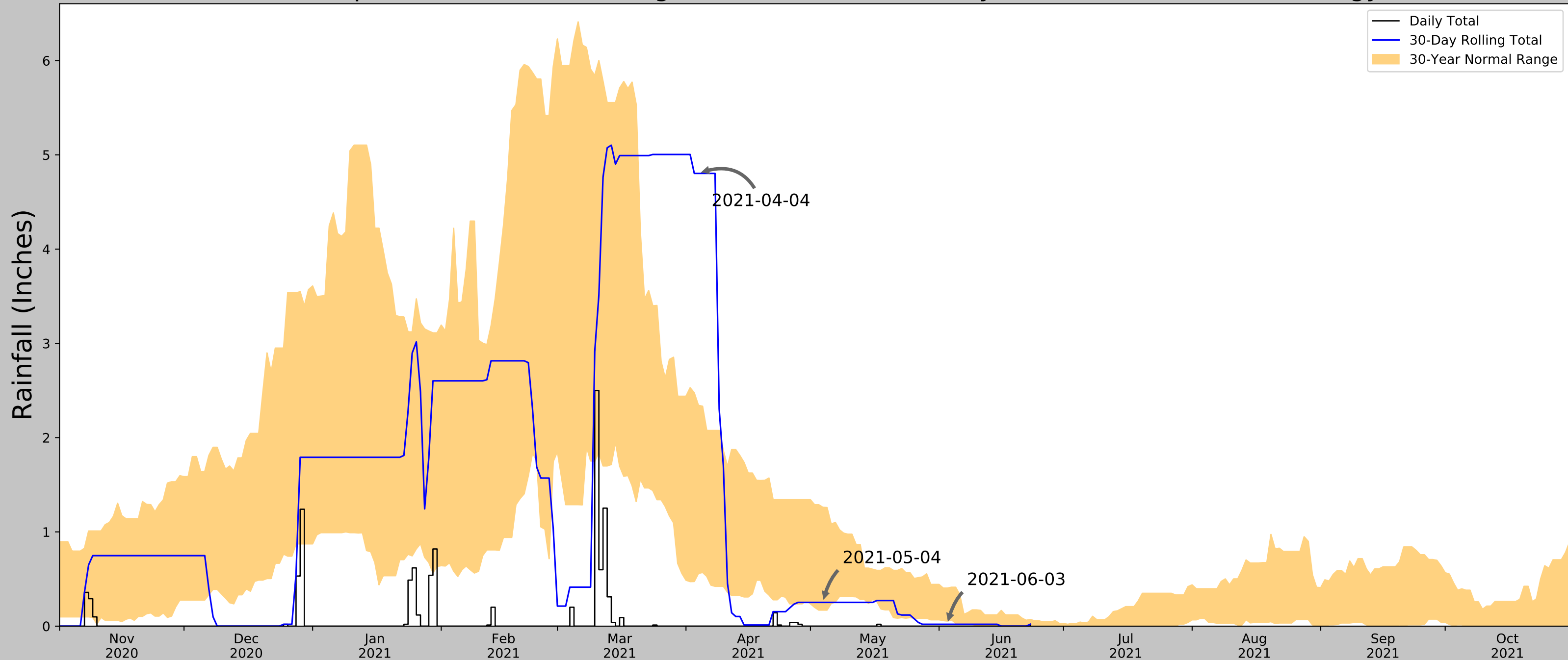
Coordinates	33.965141, -117.019732
Observation Date	2021-04-22
Elevation (ft)	2485.7
Drought Index (PDSI)	Severe drought
WebWIMP H <sub>2</sub> O Balance	Dry Season

30 Days Ending	30 <sup>th</sup> %ile (in)	70 <sup>th</sup> %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2021-04-22	0.279528	1.340945	0.153543	Dry	1	3	3
2021-03-23	1.466535	3.561024	4.992126	Wet	3	2	6
2021-02-21	1.404331	5.958268	2.814961	Normal	2	1	2
Result							Normal Conditions - 11



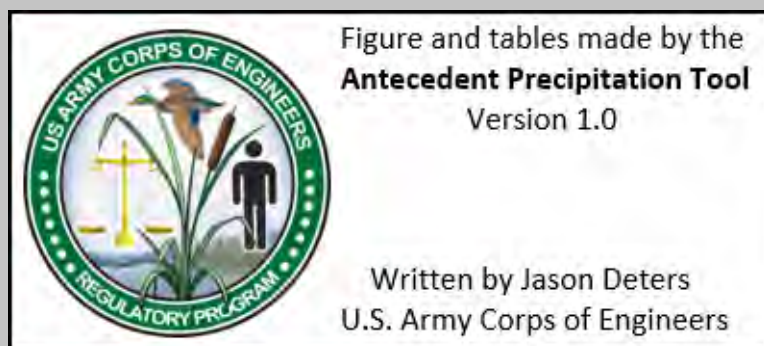
Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
CORONA 12.5 SE	33.7346, -117.4315	1301.837	28.496	1183.863	46.559	149	0
DESERT HOT SPRINGS 3.0 NW	33.9855, -116.5415	1338.911	27.438	1146.789	43.813	1581	0
HOMELAND 1.7 NNE	33.769, -117.0923	2248.032	14.177	237.668	9.749	10	3
IDYLLWILD 1.8 NW	33.7631, -116.735	6325.131	21.488	3839.431	92.171	1557	0
HEMET 4.1 ENE	33.7527, -116.9196	1698.163	15.763	787.537	19.507	1076	87
CORONA 12.8 SE	33.7307, -117.4276	1403.871	28.463	1081.829	43.6	102	0
BIG BEAR LAKE	34.2431, -116.9169	6752.953	20.086	4267.253	94.751	6722	0
ELSINORE	33.6861, -117.3458	1268.045	26.87	1217.655	44.81	135	0
HEMET	33.7381, -116.8939	1811.024	17.269	674.676	19.422	21	0

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



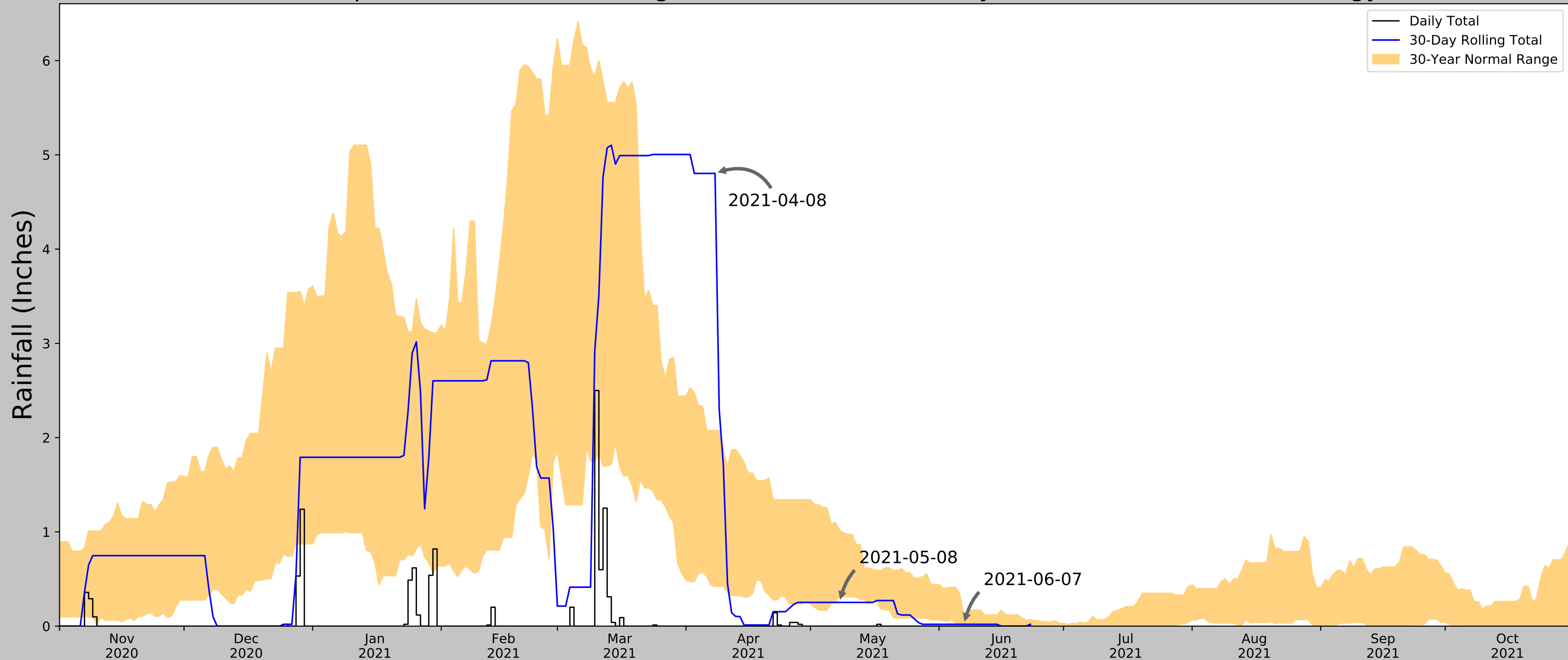
Coordinates	33.965141, -117.019732
Observation Date	2021-06-03
Elevation (ft)	2485.7
Drought Index (PDSI)	Extreme drought (2021-05)
WebWIMP H <sub>2</sub> O Balance	Dry Season

30 Days Ending	30 <sup>th</sup> %ile (in)	70 <sup>th</sup> %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2021-06-03	0.054331	0.403937	0.019685	Dry	1	3	3
2021-05-04	0.170079	1.26063	0.251969	Normal	2	2	4
2021-04-04	0.558661	2.34252	4.80315	Wet	3	1	3
Result							Normal Conditions - 10



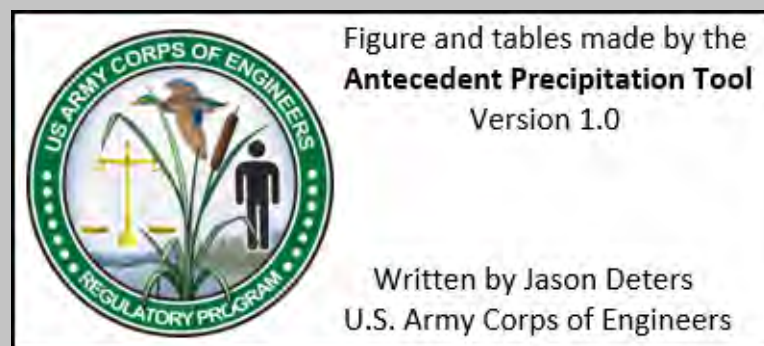
Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
CORONA 12.5 SE	33.7346, -117.4315	1301.837	28.496	1183.863	46.559	149	0
DESERT HOT SPRINGS 3.0 NW	33.9855, -116.5415	1338.911	27.438	1146.789	43.813	1581	0
HOMELAND 1.7 NNE	33.769, -117.0923	2248.032	14.177	237.668	9.749	10	3
IDYLLWILD 1.8 NW	33.7631, -116.735	6325.131	21.488	3839.431	92.171	1557	0
HEMET 4.1 ENE	33.7527, -116.9196	1698.163	15.763	787.537	19.507	1076	86
CORONA 12.8 SE	33.7307, -117.4276	1403.871	28.463	1081.829	43.6	102	0
BEAUMONT 2.5 NW	33.9543, -117.012	2532.152	0.87	46.452	0.432	0	1
BIG BEAR LAKE	34.2431, -116.9169	6752.953	20.086	4267.253	94.751	6722	0
ELSINORE	33.6861, -117.3458	1268.045	26.87	1217.655	44.81	135	0
HEMET	33.7381, -116.8939	1811.024	17.269	674.676	19.422	21	0

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



Coordinates	33.965141, -117.019732
Observation Date	2021-06-07
Elevation (ft)	2485.7
Drought Index (PDSI)	Extreme drought (2021-05)
WebWIMP H <sub>2</sub> O Balance	Dry Season

30 Days Ending	30 <sup>th</sup> %ile (in)	70 <sup>th</sup> %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2021-06-07	0.017323	0.124409	0.019685	Normal	2	3	6
2021-05-08	0.314173	1.022047	0.251969	Dry	1	2	2
2021-04-08	0.422441	2.075591	4.80315	Wet	3	1	3
Result							Normal Conditions - 11



Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
CORONA 12.5 SE	33.7346, -117.4315	1301.837	28.496	1183.863	46.559	149	0
DESERT HOT SPRINGS 3.0 NW	33.9855, -116.5415	1338.911	27.438	1146.789	43.813	1581	0
HOMELAND 1.7 NNE	33.769, -117.0923	2248.032	14.177	237.668	9.749	10	3
IDYLLWILD 1.8 NW	33.7631, -116.735	6325.131	21.488	3839.431	92.171	1557	0
HEMET 4.1 ENE	33.7527, -116.9196	1698.163	15.763	787.537	19.507	1076	86
CORONA 12.8 SE	33.7307, -117.4276	1403.871	28.463	1081.829	43.6	102	0
BEAUMONT 2.5 NW	33.9543, -117.012	2532.152	0.87	46.452	0.432	0	1
BIG BEAR LAKE	34.2431, -116.9169	6752.953	20.086	4267.253	94.751	6722	0
ELSINORE	33.6861, -117.3458	1268.045	26.87	1217.655	44.81	135	0
HEMET	33.7381, -116.8939	1811.024	17.269	674.676	19.422	21	0



## **APPENDIX G**

### **SITE PHOTOGRAPHS**

## Appendix G. Site Photographs<sup>1</sup>

### Beaumont Summit Station Aquatic Resources Delineation – April 22, 2021; June 3 and 7, 2021



Photo 1. Looking southwest towards Erosional Feature (EF)-1 (yellow line). Vegetation surrounding EF-1 had been recently mowed. EF-1 exhibited a slight break in bank slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other Ordinary High Water Mark (OHWM) indicators. (33.968462, -117.024590). June 3, 2021.



Photo 2. View of OHWM Datasheet Point (ODP) 1, facing west, within the lower topographic area between two gentle slopes just west of EF-1. The lower topographic area did not exhibit any bed and bank indicators, there was no break in slope, and the sediment texture and vegetation did not differ from the lower topographic area to the adjacent slopes (33.968296, -117.024925). June 3, 2021.



Photo 3. View of area of low topography between EF-1 and EF-2, facing southwest (33.967847, -117.024635). June 3, 2021.



Photo 4. View of ODP 2, facing southwest, within EF-2. The gully/erosional feature exhibited a slight break in bank slope but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators, and did not continue downstream (33.967305, -117.025013). June 3, 2021.

<sup>1</sup> See corresponding Figure 5 series for Photo Point Locations. See Aquatic Resource Delineation Report Sections 6 through 8 for a discussion of each feature.





Photo 5. Overview of area of lower topography located east of EF-2, facing east (33.967002, -117.025087). June 3, 2021.



Photo 6. Overview of area of lower topography located west of Basin (B)-2, facing southwest (33.966258, -117.022864). June 3, 2021.

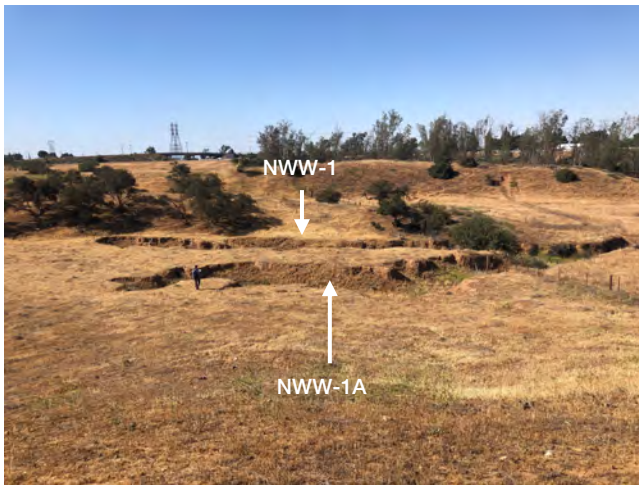


Photo 7. Overview of Non-Wetland Water (NWW)-1A and NWW-1, facing south. NWW-1A and NWW-1 converge just before continuing off site and downstream and exhibiting a more defined bed and bank (33.966304, -117.025167). June 3, 2021.



Photo 8. Upstream view of ODP 3, facing southeast, within NWW-1A. The OHWM was defined by a faint break in bank slope and a change in vegetation cover. NWW-1A and NWW-1 continue downstream where OHWM indicators become more prominent (33.966120, -117.025049). June 3, 2021.





Photo 9. Downstream view of ODP 3, facing west, within NWW-1A. As NWW-1A continues downstream, OHWM indicators become more prominent (33.966076, -117.024773). June 3, 2021.



Photo 10. Downstream view of NWW-1 from upstream extent, facing west. As NWW-1 continues downstream, OHWM indicators become more prominent (33.965835, -117.024734). June 3, 2021.



Photo 11. View of B-1, which contained several mulefat (*Baccharis salicifolia*), facing north. B-1 was previously used as a settling basin to hold manure (33.966130, -117.021422). June 3, 2021.



Photo 12. View of B-2, which contained some mulefat and tree tobacco (*Nicotiana glauca*), facing northeast. B-2 was previously used as a settling basin to hold manure (33.966130, -117.021422). June 3, 2021.





Photo 13. View of B-3, facing south. B-3 was previously used as a settling basin to hold manure (33.965818, -117.021455). June 3, 2021.



Photo 14. View of Wetland Data Form Point (WDP) 1 (white arrow) within small stand of mule fat, facing east, within B-4. WDP 1 met the wetland hydrology parameter; however, hydrophytic vegetation and hydric soil parameters were not met at WDP 1. B-4 was previously used as a settling basin to hold manure (33.965370, -117.022221). June 3, 2021.



Photo 15. View of B-5 facing southeast. B-5 was previously used as a settling basin to hold manure (33.965122 -117.021874). June 3, 2021.



Photo 16. View of area mapped by U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) as a "Reservoir," facing west. No evidence of hydrology was observed (33.965010, -117.021979). June 3, 2021.





Photo 17. Downstream view of NWW-2, facing west. (33.965125, -117.022334). June 7, 2021.



Photo 18. Upstream view of ODP 4, facing east, within NWW-2. The OHWM was defined by a faint break in bank slope and a change in vegetation cover (33.964853, -117.023670). June 7, 2021.



Photo 19. Downstream view of ODP 4, facing west, within NWW-2. Vegetation was dominated by non-native grasses, including short-pod mustard (*Hirschfeldia incana*), ripgut brome (*Bromus diandrus*), and false brome (*Brachypodium distachyon*) (33.964874, -117.023356). June 7, 2021.



Photo 20. View of WDP 2 (white arrow), facing west, within NWW-2. WDP 2 did not meet the hydrophytic vegetation, hydric soil, or wetland hydrology parameters (33.964962, -117.023251). June 7, 2021.





Photo 21. View of NWW-2A (yellow line), which showed faint indicators of an OHWM, as it continues into NWW-2, facing northwest (33.964876, -117.022516). June 7, 2021.



Photo 22. View of culvert outlets located along the southern extent of the review area under Brookside Avenue, facing south. Flows from the culvert outlets continue into NWW-3 (33.961603, -117.018517). June 3, 2021.



Photo 23. Downstream view of NWW-3, facing northwest, located just north of the two culvert outlets under Brookside Avenue before NWW-3 converges with NWW-3A (33.961636, -117.018604). June 3, 2021.



Photo 24. View of EF-4 within the review area, facing west. EF-4 continues west into Swale (S)-1, which ultimately converges with NWW-3A (33.963245, -117.013837). April 22, 2021.





Photo 25. View of ODP 6, facing east, within S-1. S-1 did not exhibit any bed and bank indicators, there was no change in sediment texture or break in slope, and vegetation did not differ between the swale and the adjacent upland area (33.962812, -117.017420). June 3, 2021.



Photo 26. View at upstream extent of NWW-3A, facing southwest, just west of S-2 (33.963458, -117.016526). June 3, 2021.

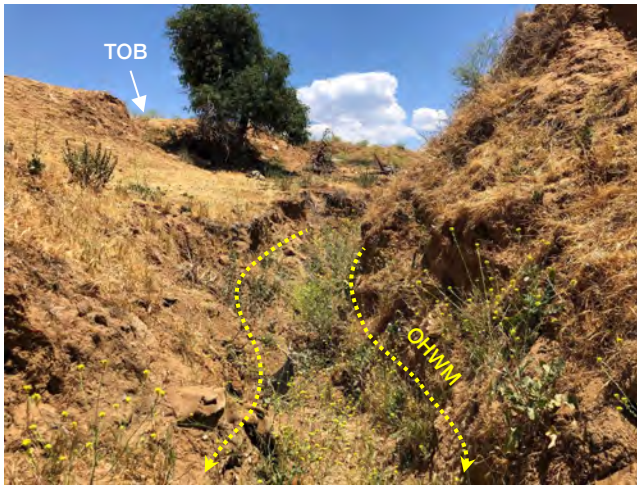


Photo 27. Upstream view of ODP 5, facing northeast, within NWW-3A. The OHWM was primarily defined by a break in bank slope, change in average sediment texture, and change in vegetation species (33.963053, -117.017202). June 3, 2021.

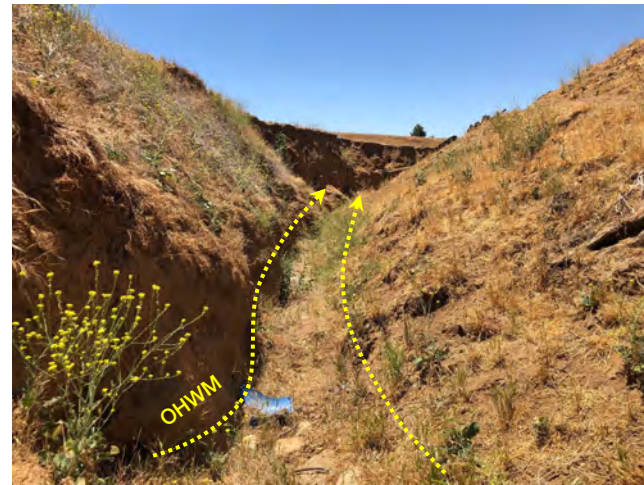


Photo 28. Downstream view of ODP 5, facing southwest, within NWW-3A (33.963266, -117.017032). June 3, 2021.





Photo 29. View of S-3, facing south, as it travels towards NWW-3A (33.9632961, -117.018316). April 22, 2021.



Photo 30. Downstream view of NWW-3A, facing southwest (33.962811, -117.018492). June 3, 2021.



Photo 31. Downstream view of area of NWW-3A exhibiting a faint OHWM, facing west (33.962373, -117.019364). June 3, 2021.



Photo 32. Downstream view of NWW-3, located west of the convergence of NWW-3 and NWW-3A, facing southwest (33.962054, -117.02037). June 3, 2021.





Photo 33. Upstream view of ODP 7, facing east, within NWW-3. The OHWM was primarily defined by a change in average sediment texture, change in vegetation species and cover, and faint break in bank slope (33.962257, -117.021513).



Photo 34. Downstream view of ODP 7, facing west, within NWW-3 (33.962335, -117.021187). June 3, 2021.



Photo 35. View of WDP 3, facing north, within NWW-3. WDP 3 met the hydrophytic vegetation parameter; however, hydric soil and wetland hydrology parameters were not met within WDP 3 (33.962696, -117.022892). June 7, 2021.



Photo 36. View of EF-6 (yellow line), facing northwest, which travels into area with some mulefat and tree tobacco, just east of NWW-3B. EF-6 did not appear to contribute flows to NWW-3B (33.963667, -117.020341). June 3, 2021.





Photo 37. View of EF-7 (yellow arrow), just south of EF-6, facing south/southwest. EF-7 converges with EF-8 (white arrow), neither of which appeared to contribute flows to NWW-3B (33.963581, -117.020494). June 3, 2021.



Photo 38. Looking downstream from the south side of the upstream extent of NWW-3B, facing northwest (33.963553, -117.021142). June 3, 2021.



Photo 39. View of D-1, facing east (33.965103, -117.019365). April 22, 2021.



Photo 40. View of area where D-1 abruptly stops, facing south. Flows likely continue as sheet flow into S-5, before continuing into NWW-3B1 (33.964824, -117.020845). June 3, 2021.





Photo 41. View of NWW-3B1, facing south. Flows continue south/southwest into NWW-3B (white arrow) (33.964550, -117.021793). June 3, 2021.



Photo 42. Downstream view of NWW-3B, facing west (33.963775, -117.022856). April 22, 2021.

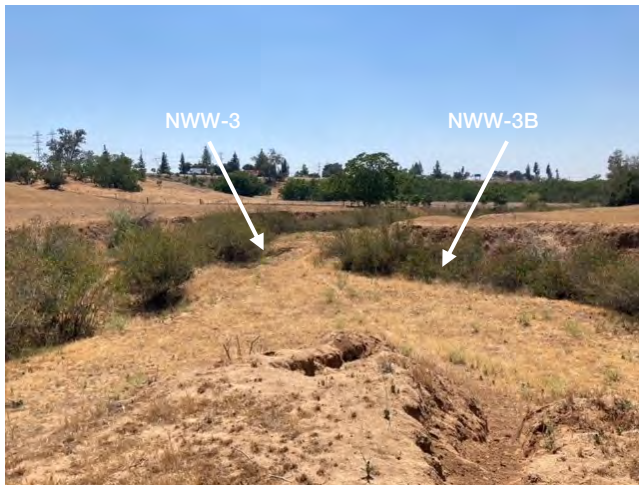


Photo 43. Downstream view of the convergence of NWW-3 and NWW-3B, facing west, before NWW-3 continues off site (33.963316, -117.023726). June 3, 2021.



Photo 44. View of slight depressional area surrounded by mulefat scrub, located south of NWW-3B, facing west. No evidence of hydrology was observed (33.963283, -117.021269). June 3, 2021.



Photo 45. East facing view of area mapped by USGS NHD as a "Reservoir" and where a basin was previously located east of EF-8. No evidence of hydrology was observed (33.963493, -117.020227). June 3, 2021.



Photo 46. Southeast facing view of area where a basin was previously located west of S-3. No evidence of hydrology was observed (33.963274, -117.019648). June 3, 2021.

## **APPENDIX H**

### **LITERATURE CITATIONS AND REFERENCES**

## APPENDIX H. LITERATURE CITATIONS AND REFERENCES

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## **APPENDIX I**



**ORM BULK UPLOAD AQUATIC RESOURCES OR  
CONSOLIDATED EXCEL SPREADSHEET**

Waters_Name	State	Cowardin_Code	HGM_Code	Meas_Type	Amount	Units	Waters_Type	Latitude	Longitude
NWW-1	CALIFORNIA	R6		Area	0.018	ACRE	DELINEATE	33.965908	-117.025153
NWW-1A	CALIFORNIA	R6		Area	0.021	ACRE	DELINEATE	33.966006	-117.025084
NWW-2	CALIFORNIA	R6		Area	0.087	ACRE	DELINEATE	33.964929	-117.023925
NWW-2A	CALIFORNIA	R6		Area	0.004	ACRE	DELINEATE	33.964977	-117.022656
NWW-2B	CALIFORNIA	R6		Area	0.012	ACRE	DELINEATE	33.965185	-117.022994
NWW-2C	CALIFORNIA	R6		Area	0.007	ACRE	DELINEATE	33.964845	-117.023224
NWW-3	CALIFORNIA	R6		Area	0.385	ACRE	DELINEATE	33.962391	-117.021747
NWW-3A	CALIFORNIA	R6		Area	0.146	ACRE	DELINEATE	33.962760	-117.018132
NWW-3B	CALIFORNIA	R6		Area	0.117	ACRE	DELINEATE	33.963540	-117.022834
NWW-3B1	CALIFORNIA	R6		Area	0.0301001	ACRE	DELINEATE	33.964055	-117.021934

## **APPENDIX J**

**GIS DATA (PROVIDED ELECTRONICALLY TO AGENCIES)**

## **Appendix C3: Determination of Biologically Equivalent or Superior Preservation (DBESP) Report**





## BEAUMONT SUMMIT STATION PROJECT DBESP REPORT

Riverside County, California

July 1, 2022

Prepared for:  
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## 1 EXECUTIVE SUMMARY

Kimley-Horn (project applicant) retained Rocks Biological Consulting (RBC) to prepare a Determination of Biologically Equivalent or Superior Preservation (DBESP) Report for the 191-acre Beaumont Summit Station Project (project or proposed project) in the city of Beaumont, Riverside County, California. RBC prepared this DBESP Report in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (Western Riverside County Regional Conservation Authority [RCA] 2003) for the proposed project.

The project site is not located within a Cellgroup or Criteria Area. As such, the project is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) processes. The project site is located within the Narrow Endemic Plant Species Survey Area (NEPSSA) for Marvin's onion (*Allium marvinii*) and multi-stemmed dudleya (*Dudleya multicaulis*), as well as the MSHCP Burrowing Owl Survey Area. A habitat assessment and focused surveys for both Marvin's onion and many-stemmed dudleya were conducted the spring of 2021; no suitable habitat for these species was observed within the project site, and no occurrences of either species was observed. Focused breeding season surveys for burrowing owl were also conducted for the project in accordance with the MSHCP Burrowing Owl Survey Instructions (RCA 2005). The the project site has moderate potential to support burrowing owl; however, no burrowing owl(s) or burrowing owl sign were observed on site during protocol surveys.

Approximately 8.48 acres of MSHCP riparian/riverine areas occur within the 191-acre project boundary (or project site), 2.41 acres of which fall within the project impact area and will be permanently and directly impacted by the proposed project. The riparian/riverine areas within the project boundary have moderate potential to support least Bell's vireo (*Vireo bellii pusillus*) and very low to no potential to support the riparian bird species southwestern willow flycatcher (*Empidonax traillii extimus*) and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). An individual male least Bell's vireo was observed during protocol surveys, outside of the project impact area. No suitable vernal pool habitat that could support Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*), Riverside fairy shrimp (*Streptocephalus woottoni*), or vernal pool fairy shrimp (*Branchinecta lynchi*) occur within the project site. The project site is not located within the Criteria Area Species Survey Areas (CASSA), Mammal, Invertebrate, or Amphibian Survey Areas.

The project applicant proposes offsetting impacts on 2.41 acres of MSHCP riparian/riverine resources at a 3:1 mitigation ratio through the purchase of 4.82 acres/credits (a 2:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed in-lieu fee [ILF] Program), as available; and an additional 1:1 mitigation through either on-site preservation, with a focus on removal invasive species and replanting with native species, or the purchase of 2.41 acres/credits from an in-watershed mitigation bank (i.e., the the Santa Ana River Watershed ILF Program), as available. The U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) will make final determination regarding compensatory mitigation requirements during the permit evaluation

process. If on-site enhancement is pursued, an enhancement and revegetation plan will developed in consultation with the regulatory agencies during the aquatic resources permitting process.

## **2 INTRODUCTION**

### **2.1 PROJECT AREA**

The approximately 191-acre proposed project is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10; Figure 1). The current zoning for the project site is Specific Plan. All proposed changes associated with the project are located within areas previously annexed to the City of Beaumont by Local Agency Formation Commission (LAFCO). The review area is bounded by undeveloped land to the north and west, rural residences with livestock pens to the east, and residential development to the south. The latitude and longitude of the approximate center of the review area is 33.965141, -117.019732. The review area sits on Township 2 South, Range 1 West, and Section 30 within the El Casco 7.5-minute quadrangle, as mapped by the U.S. Geological Survey (USGS; Figure 2). The following Assessor Parcel Numbers (APNs) are associated with the project site: 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017.

The project is within the Santa Ana Hydrologic Unit Code (HUC) 8 (18070203), San Timoteo Wash HUC 10 (1807020304), and San Timoteo Canyon-San Timoteo Wash HUC 12 (180702030403) watersheds (Figure 3). In addition to the watersheds defined by the USGS and commonly used by the Corps, the RWQCB also defines watershed boundaries by Hydrologic Units (HUs). The majority of the project site is within the Santa Ana Basin, the Santa Ana River HU, and the Beaumont Hydrologic Subarea (Santa Ana Regional Water Quality Control Board [SARWQCB] 1986; SARWQCB 2019).

The proposed project site is within the MSHCP Plan Area but not located within a Cellgroup or Criteria Area. The project is identified as occurring within the NEPSSA for Marvin's onion and many-stemmed dudleya, as well as the MSHCP Survey Area for burrowing owl.

### **2.2 PROJECT DESCRIPTION**

The proposed project includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. The proposed project is divided into five parcels with Parcels 1, 2, and 3 (Specific Plan Planning Area 1) designated for e-commerce uses with supporting office. Parcel 4 (Specific Plan Planning Area 2) would include the development of up to 150,000 square feet of commercial uses. Parcel 5 (Specific Plan Planning Area 3) would remain as open space. The project proposes to amend the existing General Plan to allow for these uses on the 191-acre project. The proposed project will impact only approximately 156 acres within proposed project boundary.

### **2.3 EXISTING CONDITIONS**

Elevations on site range from approximately 2,400 to 2,600 above mean sea level (amsl). Seven soil types occur on site varying in percent slopes (Figure 4). The project site is composed of nine parcels that support several upland and riparian vegetation communities (Figure 5). The flat areas of the project site are primarily dominated non-native grassland and developed habitats. The

drainage features within the project site are composed primarily of non-native grassland, mulefat scrub, and non-native riparian (Figure 6).

Surrounding land uses include open space, agriculture, and residential development. The non-native grassland in the northern and southern portions of the project appear to be regularly disked.

### 2.3.1 VEGETATION COMMUNITIES

The project site supports ten vegetation communities and other land covers, as classified in accordance with *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) and consistent with the MSHCP vegetation mapping classification (Table 1). Vegetation within the project site is predominantly comprised of non-native grassland.

Table 1. Vegetation Communities within Project Boundary

Vegetation Community/Land Use	Project Site (acres) <sup>1</sup>
<b>Upland</b>	
Chamise Chaparral	>0.01
Developed	48.70
Disturbed	1.50
Eucalyptus Woodland	0.12
Non-native Grassland	134.54
Riversidean Sage Scrub	0.24
Torrey's Scrub Oak Stands	1.10
<b>Riparian</b>	
Blue Elderberry Stands	0.30
Mulefat Scrub	2.14
Non-native Riparian	2.32
<b>Total</b>	<b>190.991</b>

<sup>1</sup>Acres summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

#### *Chamise Chaparral*

This chaparral vegetation community (>0.01 acre) is overwhelmingly dominated by chamise (*Adenostoma fasciculatum*). Within the project site, the chamise chaparral contains some individuals of California buckwheat (*Eriogonum fasciculatum*) and it occurs along the northwestern project boundary. Chamise chaparral continues as patches within non-native grassland west of the project.

***Developed***

Developed land (48.70 acres) within the project site does not support native vegetation and includes human-made structures. Within the project site, developed habitat includes the buildings and paved surfaces associated with the former agricultural operations.

***Disturbed***

Disturbed land (1.50 acres) is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g., disturbed Riversidean sage scrub). Disturbed habitat is typically found in vacant lots, along roadsides, within construction staging areas, and in abandoned fields. The habitat is typically dominated by non-native annual species and perennial broadleaf species. Disturbed habitat on the project site occurs within the gravel driveways and staging areas that support the sparse growth of non-native grasses and forbaceous species. A few Mexican fan palms (*Washingtonia robusta*) also occur within the driveway near the eastern entrance to the project site off Cherry Valley Boulevard.

***Eucalyptus Woodland***

The Eucalyptus woodland (*Eucalyptus* spp.) habitat (0.12 acre) ranges from single-species thickets with little or no shrubby understory to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus forms a dense stand with a closed canopy. Eucalyptus species produces a large amount of leaf and bark litter, the chemical and physical characteristics of which limit the ability of other species to grow in the understory, decreasing floristic diversity. A large stand of eucalyptus woodland occurs west of the project site towards I-10; the eastern extent of the large stand occurs along the western border of the project site.

***Non-native Grassland***

The non-native grassland within the project site (134.54 acres) is dominated by ripgut grass (*Bromus diandrus*) but also contains occurrences of other non-native grass and forbaceous species such as red brome (*B. rubens*), Mediterranean barley (*Hordeum marinum*), and short-pod mustard (*Hirschfeldia incana*). Rigid fiddleneck (*Amsinckia menziesii*) was observed within the non-native grassland habitat growing out of the topographical depressions in the western portion of project site. The project site is frequently mowed and had been grazed in the past using cattle, keeping non-native grasses and ruderal species fairly low to the ground. Non-native grassland occurs throughout much of the project site.

***Riversidean Sage Scrub***

Riversidean sage scrub (0.24 acre) is a form of coastal sage scrub found in Riverside County consisting of low, soft shrubs. The project site supports small patches of Riversidean sage scrub that are dominated by California sagebrush (*Artemisia californica*) and California buckwheat and contain non-native grasses between shrubs. Riversidean sage scrub is found in the southwestern portion of the project site and off-site along the southern project boundary.

### ***Torrey's Scrub Oak Stands***

Mature individuals of Torrey's scrub oak (*Quercus x acutidens*) form distinct stands (1.10 acres) occurring along the upper banks of canyons and drainages within the western portion of the project. Torrey's scrub oak is a small oak tree and on-site Torrey's scrub oak do not exceed 25 feet in height. Non-native grasses occur as the understory between individual trees. The stands of Torrey's scrub oak within the project site do not represent a specific vegetation community (e.g., scrub oak chaparral), but are a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat.

### ***Blue Elderberry Stands***

Individual stands of blue elderberry (*Sambucus nigra* ssp. *caerulea*) occur within the project site (0.30 acre). Blue elderberry is a tall woody shrub that can grow up to 25 feet tall. The blue elderberry trees within the project site do not represent a specific vegetation community, rather a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat. Blue elderberry is not a hydrophytic, or wetland-exclusive, plant species; it can be found growing in both upland and riparian habitats. However, this stand of trees is included in the riparian community discussion for the purposes of this analysis due to its location exclusively within the drainages in the project site.

### ***Mulefat Scrub***

Mulefat scrub (2.14 acres) consists of mulefat (*Baccharis salicifolia*) as the dominant or co-dominant species within a continuous shrub canopy or thicket. A few isolated, individual willows (*Salix* spp.) also occur within the continuous mulefat scrub. The herbaceous layer is typically sparse. The mulefat scrub within the project site is approximately 10-15 feet in height and co-occurs with the blue elderberry stands and non-native riparian vegetation within the canyons and drainages in the southwest.

### ***Non-native Riparian***

This habitat includes densely vegetated riparian thickets dominated by non-native, invasive species. Within the project site, non-native riparian habitat (2.32 acres) consists of a monotypic stands of tree of heaven (*Ailanthus altissima*), occurring within the drainages in the southwestern portion of the project. Tree of heaven are large trees with some individuals exceeding 30 feet in height. Virtually no understory occurs within the stands of tree of heaven that occur within the project site.

## **2.3.2 SOILS**

Based on the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) map of the project area, seven soil map units, outlined below, occur within the project site boundary (Figure 4). The National Technical Committee for Hydric Soils defines hydric soils; *Changes in Hydric Soils Database Selection Criteria* (77 Federal Register 12234) outlines the current four hydric soil criteria. None of the soils present on site are classified as hydric soils. The

soils are described below per the USDA's *Official Soil Description and Series Classification* database (NRCS 2018) and the USDA's *Soil Survey of Wester Riverside Area, California* (1971).

***Greenfield sandy loam, 2 to 8 percent slopes, eroded*** – The Greenfield series consists of deep, well-drained soils that formed in moderately coarse and coarse alluvium derived from granitic rock and other mixed rock sources. Greenfield soils have slow to medium runoff, moderately rapid permeability, and slopes ranging from 0 to 30 percent. These soils occur on alluvial fans and terraces at elevations of 100 to 3,500 feet amsl. Greenfield soil is used for production of field, forage, and fruit crops and also for growing grain and pasture. Uncultivated areas consist of annual grasses, forbs, some shrubs, and some oak trees. The NRCS does not list Greenfield sandy loam, 2 to 8 percent slopes, eroded, which occurs on site, as hydric.

***Greenfield sandy loam, 8 to 15 percent slopes, eroded*** – The Greenfield series consists of deep, well-drained soils that formed in moderately coarse and coarse alluvium derived from granitic rock and other mixed rock sources. Greenfield soils have slow to medium runoff, moderately rapid permeability, and slopes ranging from 0 to 30 percent. These soils occur on alluvial fans and terraces at elevations of 100 to 3,500 feet amsl. Greenfield soil is used for production of field, forage, and fruit crops and also for growing grain and pasture. Uncultivated areas consist of annual grasses, forbs, some shrubs, and some oak trees. The NRCS does not list Greenfield sandy loam, 8 to 15 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 2 to 5 percent slopes, eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 2 to 5 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, deep, 5 to 8 percent slopes, eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 5 to 8 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 8 to 15 percent slopes, severely eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 8 to 15 percent slopes, severely eroded, which occurs on site, as hydric.



***Ramona sandy loam, deep, 15 to 25 percent slopes, severely eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 15 to 25 percent slopes, severely eroded, which occurs on site, as hydric.

***Terrace escarpments*** – Terrace escarpments consist of variable alluvium on terraces or gullies derived from granite, gabbro, metamorphosed sandstone, sandstone, or mica-schist. Slopes range from 30 to 75 percent. Vegetation is sparse and includes annual grasses, salvia (*Salvia* sp.), California buckwheat, and chamise. Areas of terrace escarpments are used primarily for watershed and as wildlife habitat. The NRCS does not list terrace escarpments, which occurs on site, as hydric.

### **3 RIPARIAN/RIVERINE MITIGATION (MSHCP SECTION 6.1.2)**

#### **3.1 METHODS**

All projects within the MSHCP Plan Area require an evaluation of potential impacts on riparian/riverine areas and vernal pools, as those terms are defined in the MSHCP, and the protected species associated with those habitats.

On April 22 and May 12, 2021, RBC biologists surveyed the project site and conducted vegetation mapping, a general biological survey, and habitat assessments for special-status plant and wildlife species, including species associated with MSHCP survey areas and MSHCP riparian/riverine areas and vernal pool habitats. RBC used binoculars (10 x 42) to aid in the observation of biological resources during biological surveys. Plants were identified using the Jepson Manual 2nd edition (Baldwin et al. 2012) and local botanical knowledge. Vegetation community boundaries were delineated at a 1:2400 scale (1 inch = 200 feet) aerial photograph following Holland's Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986). RBC completed the *Beaumont Summit Station Project Biological Resources and MSHCP Consistency Report* in July 2022 (RBC 2022a).

RBC Regulatory Specialists Sarah Krejca and Chelsea Poley conducted an initial jurisdictional assessment on April 22, 2021, followed by a formal aquatic resources delineation on June 3, 2021, to confirm the presence and extent of potentially jurisdictional aquatic resources and MSHCP riparian/riverine areas. RBC regulatory specialist Sarah Krejca and Shanti Santulli conducted an additional aquatic resources delineation field visit on June 7, 2021. RBC completed the *Beaumont Summit Station Project Aquatic Resources Delineation Report* in July 2022 (ARDR; RBC 2022b; Appendix A). Figure 6 shows the results of the formal jurisdictional delineation.

During RBC's jurisdictional delineation field visit on April 22, 2021, June 3, 2021, and June 7, 2021, RBC evaluated all areas with depressions, drainage patterns, and/or wetland vegetation within the ARDR review area (including the project boundary and a 50-foot buffer; Figure 6) for potential jurisdictional status, with a focus on the presence of defined channels and/or wetland vegetation, soils, and hydrology. Details regarding methods used to delineate U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and California Department Fish and Wildlife (CDFW) jurisdictional boundaries are included in the project's ARDR (Appendix A).

While in the field, potentially jurisdictional features were recorded using a hand-held Global Positioning System (GPS) unit with a level of accuracy ranging from eight to 24 feet. RBC staff refined the data using aerial photographs and topographic maps to ensure accuracy.

RBC also conducted protocol surveys for Least Bell's Vireo in accordance with the U.S. Fish and Wildlife Service (USFWS) Least Bell's Vireo Survey Guidelines (USFWS 2001), based on the results of the habitat assessments. The survey included all suitable Least Bell's Vireo riparian habitat in the the project site, as well as a 500-foot buffer surrounding the project site. Surveys were completed between April 22, 2021 and July 16, 2021.

## 3.2 RESULTS/IMPACTS

### 3.2.1 DIRECT IMPACTS

Direct impacts are those that involve the loss, modification, or disturbance of natural resources or habitats (i.e., vegetative communities or substrate) that in turn, directly affect plant and wildlife species that depend on that habitat. Direct impacts include the destruction of individual plants or wildlife of low mobility (i.e., plants, amphibian, reptiles, and small mammals). The project boundary contains approximately 8.48 acres of MSHCP riparian/riverine areas, as defined by Section 6.1.2 of the MSHCP, of which, 2.41 acres will be directly impacted by construction; approximately 6.07 acres of MSHCP riparian/riverine areas will be avoided on site as discussed further below (Table 2; Figure 7). The on-site MSHCP riparian/riverine areas coincide with CDFW-jurisdictional vegetated streambed and associated riparian habitat.

Non-Wetland Water (NWW)-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 (Figure 6) meet the MSHCP definition of riparian/riverine areas as they contain freshwater flow during “a portion of the year,” specifically after rain events (RCA 2003). Based on the field observations in April and June 2021, the on-site drainages and associated tributaries are expected to convey ephemeral flows (i.e., only in direct response to precipitation). NWW-3 also receives runoff from development south of the review area that is collected and conveyed on site through a culverted storm drain outlet. Note that the drainages and associated tributaries also previously received runoff from the former on-site agricultural operations (poultry and livestock farm) and are highly incised and disturbed. Based on field observations and a review of Google Earth aerial imagery (Google Earth Pro 2021), USGS National Hydrography Dataset (NHD) data (USGS 2020), and USFWS National Wetlands Inventory data (USFWS 2019), flows from NWW-1, NWW-2, and NWW-3 likely continue off site and downstream, flowing into a feature mapped by the USGS NHD as an ephemeral stream that continues for approximately 4 miles until transitioning to an unnamed tributary for approximately 7.5 miles, then connecting with the San Timoteo Wash. The San Timoteo Wash then continues for approximately 6.6 miles before outletting into the Santa Ana River, which ultimately discharges into the Pacific Ocean (USGS 2020).

Additionally, NWW-2A, NWW-3, NWW-3A, and NWW-3B support riparian habitat dominated by trees or shrubs “which occur close to or which depend upon soil moisture from a nearby fresh water source” (RCA 2003). Specifically, NWW-2A, NWW-3, and NWW-3B support mulefat scrub; NWW-3 supports non-native riparian habitat that is dominated by the invasive tree-of-heaven; and NWW-3 and NWW-3A support blue elderberry stands (Figure 6). Therefore, the features which are described as CDFW-jurisdictional riparian habitat meet the definition of MSHCP riparian habitat.

Additionally, the mulefat scrub within and adjacent to NWW-3 and NWW-3B provide suitable habitat for least Bell’s vireo, an MSHCP riparian/riverine wildlife species. An individual male least Bell’s vireo was observed during the first two of eight protocol surveys foraging and moving frequently along the mulefat canopy of NWW-3. The lack of observations following the first two least Bell’s vireo surveys suggests that this bird was an early season migrant that did not establish a nesting territory within the project area. No female vireo or active nests were detected during

protocol surveys. The riparian/riverine features within the project site do not, however, support suitable habitat for southwestern willow flycatcher, or western yellow-billed cuckoo; these species prefer dense native riparian woodlands and forests which are absent from the project site. Therefore, there is very low to no potential for southwestern willow flycatcher or western yellow-billed cuckoo to occur within the project site, and no focused surveys for these species were conducted.

The proposed project will result in permanent, direct impacts on NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3B, NWW-3B1, and a small portion of NWW-3A. The project applicant designed the proposed project to avoid impacts on NWW-3, the primary and highest quality riparian/riverine resource within the project boundary, as well as a majority of NWW-3A (a tributary of NWW-3), as detailed in Table 2 and shown in Figure 7.

Several basins, swales, erosional features, and an abandoned ditch also occur within the project impact footprint. These features were determined to be non-jurisdictional by the Corps, RWQCB, and CDFW (Appendix A, Section 6.6); they also do not meet the MSHCP definition of a riparian/riverine feature as they did not appear to convey or receive flows and therefore do not receive “freshwater flow during all or a portion of the year” (RCA 2003). Additionally, these non-jurisdictional features, dominated by non-native grassland vegetation, do not “contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source” (RCA 2003). A 0.67-acre area of isolated, non-native riparian habitat located south of NWW-3 and the small areas of mulefat scrub located south and east of NWW-3B, totalling 0.38 acre, (Figure 7), also do not receive “freshwater flow during all or a portion of the year” as they are not located within or directly adjacent to a drainage (RCA 2003). Additionally, these areas are dominated by tree-of-heaven (Facultative Upland [FACU]) and mulefat (Facultative [FAC]), respectively, which are not trees or shrubs that “depend upon soil moisture from a nearby fresh water source” (RCA 2003). Therefore, these areas do not fit the MSHCP definition of a riparian/riverine area.

No areas within the project site meet the MSHCP definition of a vernal pool. The basins observed on site are abandoned, manmade settling basins (described as Basin [B-]1 through B-5 per the project ARDR [Appendix A, Section 6.6 and Figures 5A to 5C]). Obligate (OBL) hydrophytes and FAC wetland plant species do not dominate these basins during the wet season based on field surveys, the known history of the project site, and a review of historic aerial imagery. Specifically, no OBL hydrophytes were observed within the basins during the April 22, 2021 field survey. Although a few mulefat (FAC) and tree tobacco (*Nicotiana glauca*; FAC) were observed within several of the basins, the vegetation was dominated by non-native grasses. Additionally, sometime between 1976 and 1996, a former poultry farm began developing B-1 through B-5 for use as settling basins to hold manure from chickens, pigs, and cattle, a use that would not support establishment of vernal pools (See Appendix D of Appendix A). Based on the USDA NRCS, the basins are dominated by Ramona sandy loam, 5 to 8 percent slopes, eroded; terrace escarpments; and Ramona sandy loam, 2 to 5 percent slopes, eroded (Appendix A; Figure 4), soils that are not indicative of a vernal pool. RBC sampled soils within B-4 within an area exhibiting cracked soils and no hydric soil parameters (Appendix A) during the formal aquatic resources

delineation on June 7, 2021, which was representative of the conditions within B-1, B-2, B-3, and B-5. The ARDR provides additional details regarding these non-jurisdictional features (Appendix A; Section 6.6).

As detailed below in Table 2 and shown in Figure 7, the proposed project will directly impact 2.41 acres of riparian/riverine habitat.

Table 2. Direct Impacts on Riparian/Riverine Habitat

Feature Name	Aquatic Resource Type	Acreage within Project Boundary	Direct Impact Acreage
NWW-1	Vegetated Streambed	0.02	0.02
NWW-1A	Vegetated Streambed	0.03	0.03
NWW-2	Vegetated Streambed	0.71	0.71
NWW-2A	Vegetated Streambed	<0.01	<0.01
	Riparian Habitat	0.03	0.03
NWW-2B	Vegetated Streambed	0.08	0.08
NWW-2C	Vegetated Streambed	0.07	0.07
NWW-3	Vegetated Streambed	4.36	0.00
	Riparian Habitat	0.72	0.00
NWW-3A	Vegetated Streambed	1.01	0.06
	Riparian Habitat	0.01	0.00
NWW-3B	Vegetated Streambed	1.04	1.00
	Riparian Habitat	0.21	0.21
NWW-3B1	Vegetated Streambed	0.18	0.18
<b>Total<sup>1</sup></b>		<b>8.48</b>	<b>2.41</b>

<sup>1</sup>Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

### 3.2.2 INDIRECT IMPACTS

Indirect impacts are considered to be those impacts associated with the project that involve the effects of alteration of the existing habitat and an increase in human population and or land use within the project site. These impacts are commonly referred to as “edge effects” and may result in changes in the behavioral patterns of wildlife and reduced wildlife diversity and abundance in habitats adjacent to the project site.

Indirect impacts include the effects of increases in ambient levels of sensory stimuli (e.g., noise and light), unnatural predators (e.g., domestic cats and other non-native animals), competitors (e.g., exotic plants and non-native animals), and trampling and unauthorized recreational use due to the

increase in human population. Other permanent indirect effects may occur that are related to water quality and storm water management, including trash/debris, toxic materials, and dust.

The project site is not located in proximity to any MSHCP Conservation Areas. Adjacent lands include residential development to the south, I-10 to the southwest, rural residences with livestock pens to the east, and undeveloped land to the north and west.

Final project design and construction will incorporate best management practices (BMPs) to reduce and/or eliminate indirect effects on MSHCP riparian/riverine resources as required for California Environmental Quality Act (CEQA) compliance per the *Beaumont Summit Station Specific Plan Administrative Draft Environmental Impact Report* (City of Beaumont 2021). Construction water quality BMPs will be required to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Furthermore, the proposed project will treat on-site runoff with Modular Wetland System (MWS) vaults. Post-construction on-site flows would be directed towards the MWS vaults for treatment and removal of pollutants, then into a proposed underground detention system, and ultimately discharged into the ephemeral stream to the west of the project site (i.e., the downstream portion of NWW-3). Discharged flows would not exceed pre-project flows per CEQA requirements.

Additionally, if least Bell's vireo nesting is discovered, either during protocol surveys, monthly presence/absence surveys, or incidentally, noise level from project activities shall not to exceed 65 dBA at the edge of occupied habitat. If this is not possible, a noise barrier shall be constructed to avoid adverse impacts to any least Bell's vireo nest/s. Artificial light shall not be cast into suitable habitat containing active nests when night work occurs.

As such, the proposed project will not result in significant indirect effects on MSHCP riparian/riverine areas including associated species. Furthermore, the Urban/Wildland Interface Guidelines do not apply to the proposed project.

### **3.3 MITIGATION AND EQUIVALENCY**

#### **3.3.1 DIRECT EFFECTS**

To meet the criteria of a biologically equivalent or superior alternative, the project applicant proposes offsetting impacts to the 2.41 acres of MSHCP riparian/riverine resources at a 3:1 mitigation ratio through the purchase of 4.82 credits (2:1 mitigation ratio) from an in-watershed mitigation bank (i.e., the Santa Ana River Watershed ILF Program located within the Santa Ana River watershed [Figure 8]), as available; and an additional 1:1 mitigation through either on-site preservation, with a focus on removal invasive species and replanting with native species, or the purchase of 2.41 acres/credits from an in-watershed mitigation bank (i.e., the the Santa Ana River Watershed ILF Program), as available. The Santa Ana River Watershed ILF Program includes enhancement and rehabilitated riverine and riparian resources within the Santa Ana River watershed. Prior to issuance of a grading permit, the project applicant will provide the City of Beaumont with purchase confirmation.

The 2.41 acres of on-site MSHCP riparian/riverine resources within the project impact area provide minimal aquatic resource functions due to the highly disturbed nature of the property (e.g., regularly mowed, grazed, and farmed land) and historic degradation and runoff into the on-site aquatic features from previous on-site farming operations. Furthermore, as stated in Section 3.2.1, the proposed project was designed to avoid impacts on NWW-3, the primary and highest quality riparian/riverine resource within the project boundary.

The purchase of re-establishment and/or rehabilitation credits and preservation of 4.82 acres of high-quality sensitive resources at the Santa Ana River Watershed ILF Program and additional mitigation of 1:1 through either on-site preservation or the purchase of 2.41 acres/credits from an in-watershed mitigation bank (i.e., the the Santa Ana River Watershed ILF Program), as available, to offset impacts to 2.41 acres of highly disturbed MSHCP riparian/riverine resources meet the criteria of a biologically equivalent or superior alternative. Additional information and a detailed justification regarding the proposed mitigation will be included in the applicant's forthcoming Notification of Streambed Alteration to CDFW.

### **3.3.2 INDIRECT EFFECTS**

Section 6.1.4 of the MSHCP provides guidelines pertaining to the urban/wildlands interface, which are intended to address indirect effects associated with locating public and private developments in proximity to an MSHCP Conservation Area. The project site is not adjacent to an existing MSHCP Conservation Area; therefore, no mitigation is proposed to occur to offset indirect effects. However, final project design will incorporate the appropriate BMPs to reduce and/or eliminate indirect effects.

## **4 NARROW ENDEMIC PLANT SPECIES MITIGATION (MSHCP SECTION 6.1.3)**

### **4.1 METHODS**

RBC queried the project site against the NEPSSA (Figure 9). The RCA MSHCP Information Map revealed that the project is located within a NEPSSA for Marvin's onion and many-stemmed dudleya (RCA 2021). On April 22 and May 12, 2021, RBC qualified botanists assessed the suitability of habitat within the project site to support MSHCP Narrow Endemic species Marvin's onion and many-stemmed dudleya and surveyed the site for each species. The project site was walked and assessed for the presence of suitable habitat and species. The surrounding 100-foot buffer was surveyed via binoculars for the potential to support special-status floral species.

### **4.2 RESULTS/IMPACTS**

The project site does not contain appropriate soils or suitable habitat for Marvin's onion and many-stemmed dudleya, and therefore the project will not impact Narrow Endemic Plants. The proposed project will be consistent with Volume I, Section 6.1.3 of the MSHCP.

## **4.3 MITIGATION AND EQUIVALENCY**

### **4.3.1 DIRECT EFFECTS**

There will be no unavoidable direct impacts to narrow endemic plant species resulting from the project.

### **4.3.2 INDIRECT EFFECTS**

There will be no unavoidable indirect impacts to narrow endemic plant species resulting from the project.



## **5 MITIGATION AND EQUIVALENCY (MSHCP SECTION 6.3.2)**

### **5.1 CRITERIA AREA SPECIES SURVEY AREA – PLANTS**

#### **5.1.1 METHODS**

RBC queried the project site against the CASSA for plant species (Figure 9). The project site is not located within a CASSA for any plant species; therefore, RBC did not conduct surveys for any plant species listed in Section 6.3.2 of the MSHCP.

#### **5.1.2 RESULTS/IMPACTS**

The project site is not located within a CASSA for any plant species. The project is consistent with MSHCP Section 6.3.2.

#### **5.1.3 MITIGATION AND EQUIVALENCY**

##### **5.1.3.1 Direct Effects**

There will be no unavoidable direct impacts to CASSA plant species resulting from the project.

##### **5.1.3.2 Indirect Effects**

There will be no unavoidable indirect impacts to CASSA plant species resulting from the project.

### **5.2 BURROWING OWL**

#### **5.2.1 METHODS**

The RCA MSHCP Information Map revealed that the project is located within a MSHCP Burrowing Owl Survey Area (RCA 2021; Figure 9). RBC assessed the project site for suitable burrowing owl habitat on April 22, 2021, in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions (RCA 2005). As a result, RBC conducted protocol burrowing owl surveys during the breeding season (March 1 to August 31). RBC biologists conducted four surveys between May 12, 2021, and July 6, 2021 (Appendix B). Surveys were not conducted during rain, dense fog, or when high winds were greater than 20 miles per hour.

RBC biologists walked transects spaced 7-20 meters (20-60 feet) apart through suitable burrowing owl habitat within the project site plus a 500-foot buffer. RBC biologists used binoculars (10x42) to scan the survey area for owls, active and potential burrows, and/or sign of owls. RBC examined all suitable burrows for sign, including feathers, pellets, excrement (e.g., scat and whitewash), and prey remains. RBC considered burrows to be active if a burrowing owl was observed at or near the entrance or if evidence of recent sign was present. Biologists documented all suitable burrows in ArcGIS Collector.

## **5.2.2 RESULTS/IMPACTS**

Although the project site has moderate potential to support burrowing owl, no burrowing owl(s) or burrowing owl sign were observed on site during the protocol surveys.

Mitigation and Equivalency

### **5.2.2.1 Direct Effects**

There will be no unavoidable direct impacts to burrowing owl with the project.

### **5.2.2.2 Indirect Effects**

There will be no unavoidable indirect impacts to burrowing with the project.

## **5.3 MAMMALS**

### **5.3.1 METHODS**

RBC queried the project site against Mammal Species Survey Areas (Figure 9). The project site is not located within any Mammal Species Survey Areas; therefore, no surveys were conducted for any mammal species listed in Section 6.3.2 of the MSHCP.

### **5.3.2 RESULTS/IMPACTS**

The project site is not located within a survey area for any MSHCP mammal species. The project is consistent with MSHCP Section 6.3.2.

### **5.3.3 MITIGATION AND EQUIVALENCY**

#### **5.3.3.1 Direct Effects**

There will be no unavoidable direct impacts to MSHCP mammal species resulting from the project.

#### **5.3.3.2 Indirect Effects**

There will be no unavoidable indirect impacts to MSHCP mammal species resulting from the project.

## **5.4 AMPHIBIANS**

### **5.4.1 METHODS**

RBC queried the project site against Amphibian Species Survey Areas per the MSHCP. The project site is not located within any Amphibian Species Survey Areas; therefore, no surveys for any amphibian species listed in Section 6.3.2 of the MSHCP were conducted for the project.

### **5.4.2 RESULTS/IMPACTS**

The project site is not located within a survey area for any MSHCP amphibian species. The project is consistent with MSHCP Section 6.3.2.

## **6 DELHI SANDS FLOWER-LOVING FLY**

### **6.1 METHODS**

RBC queried the project site against NRCS soils maps for the proposed project (Figure 4). The project site is not located within Delhi soil mapped within the MSHCP baseline data; therefore, no focused surveys for the Delhi Sands flower-loving fly were conducted for the project.

### **6.2 RESULTS/IMPACTS**

The project site is not located within Delhi soil mapped within the MSHCP baseline data.

### **6.3 MITIGATION AND EQUIVALENCY**

#### **6.3.1 DIRECT EFFECTS**

There will be no unavoidable direct impacts to Delhi Sands flower-loving fly resulting from the project.

#### **6.3.2 INDIRECT EFFECTS**

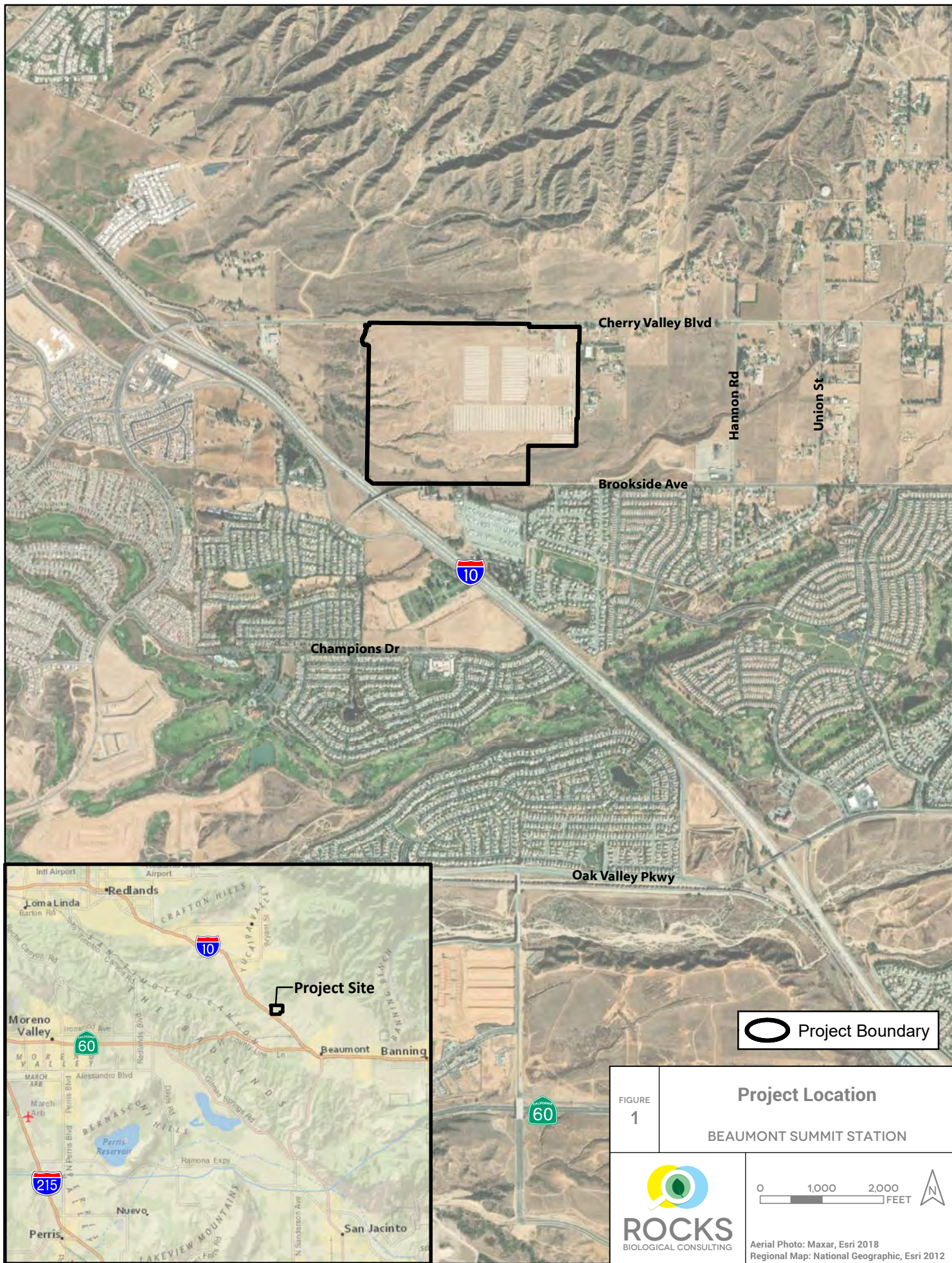
There will be no unavoidable indirect impacts to Delhi Sands flower-loving fly resulting from the project.

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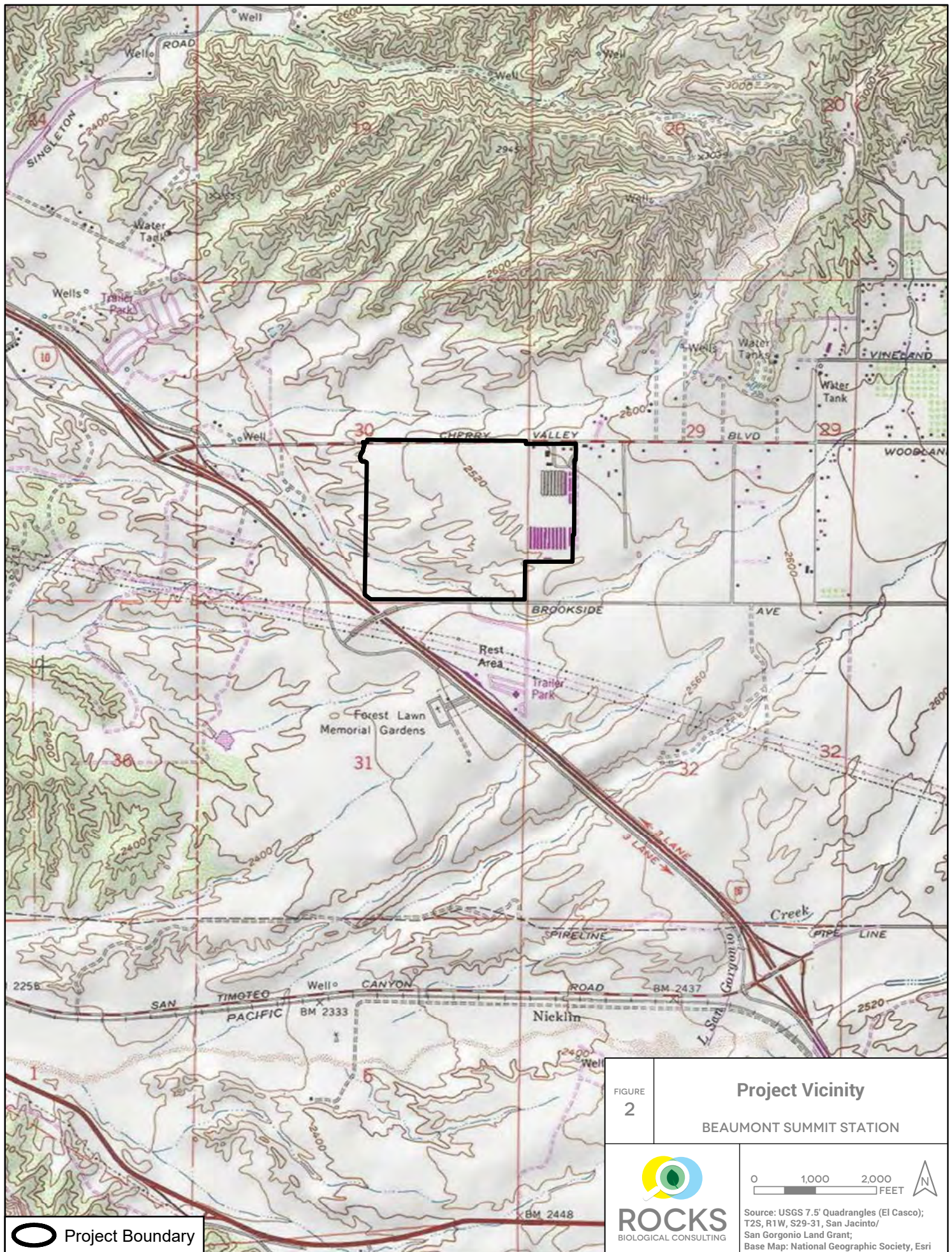
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Western Riverside County Regional Conservation Authority (RCA). 2003. Western Riverside County Multiple Species Habitat Conservation Plan. Information obtained from <http://www.rctlma.org/mshcp/volume1/index.html>

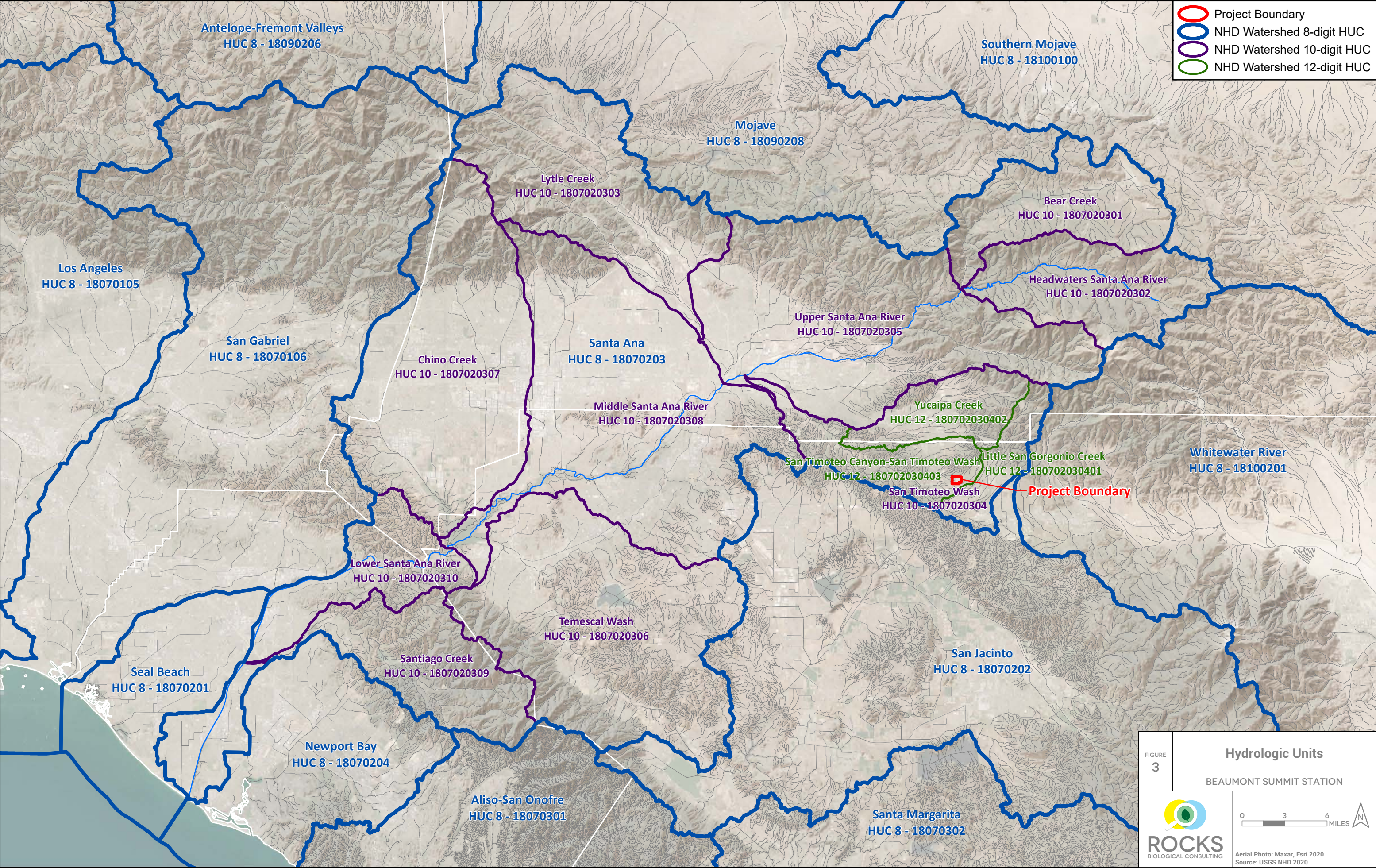




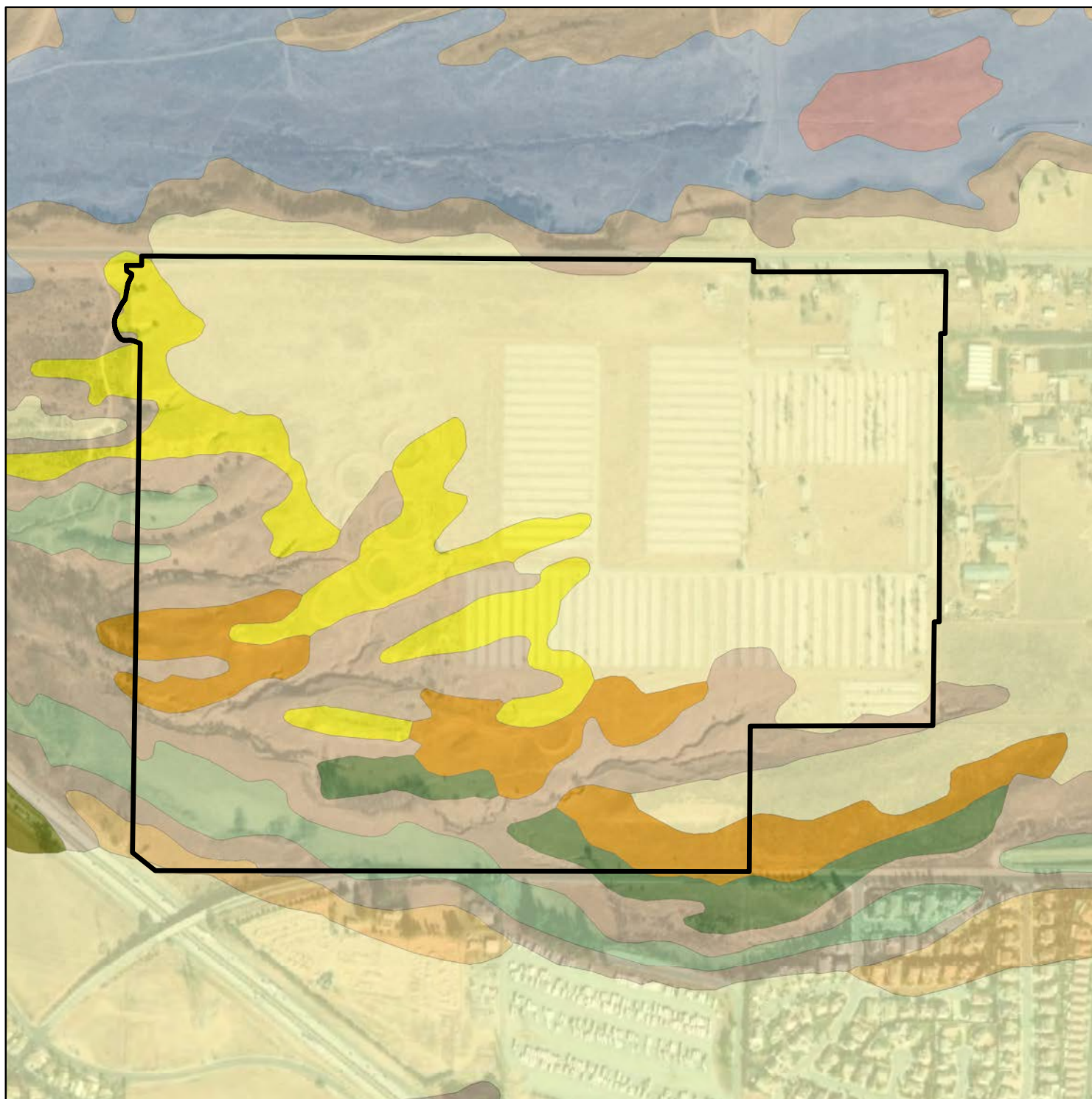










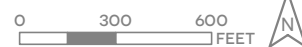


- Project Boundary**
- Soils**
- Gorgonio loamy sand, deep, 2 to 8 percent slopes
  - Greenfield sandy loam, 2 to 8 percent slopes, eroded
  - Greenfield sandy loam, 8 to 15 percent slopes, eroded
  - Hanford coarse sandy loam, 2 to 8 percent slopes
  - Ramona sandy loam, 2 to 5 percent slopes, eroded
  - Ramona sandy loam, 5 to 8 percent slopes, eroded
  - Ramona sandy loam, 5 to 8 percent slopes, severely eroded
  - Ramona sandy loam, 8 to 15 percent slopes, severely eroded
  - Ramona sandy loam, 15 to 25 percent slopes, severely eroded
  - Terrace escarpments

FIGURE  
4

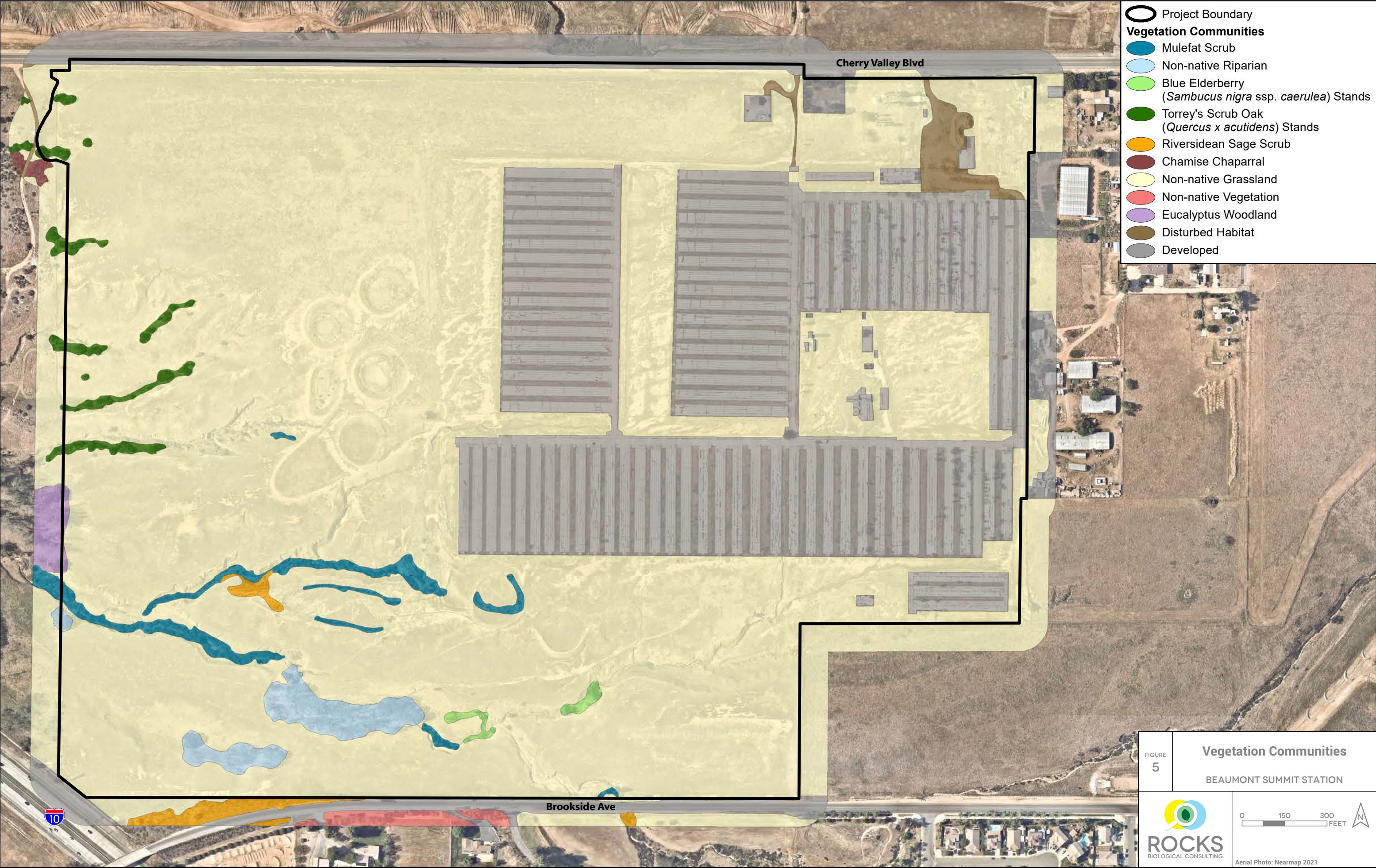
## NRCS Soils Survey Data

BEAUMONT SUMMIT STATION



Aerial Photo: Maxar, Esri 2020  
Source: USDA NRCS 2018





- Project Boundary
- Vegetation Communities**
- Mulefat Scrub
  - Non-native Riparian
  - Blue Elderberry (*Sambucus nigra* ssp. *caerulea*) Stands
  - Torrey's Scrub Oak (*Quercus x acutidens*) Stands
  - Riversidean Sage Scrub
  - Chamise Chaparral
  - Non-native Grassland
  - Non-native Vegetation
  - Eucalyptus Woodland
  - Disturbed Habitat
  - Developed

FIGURE 5

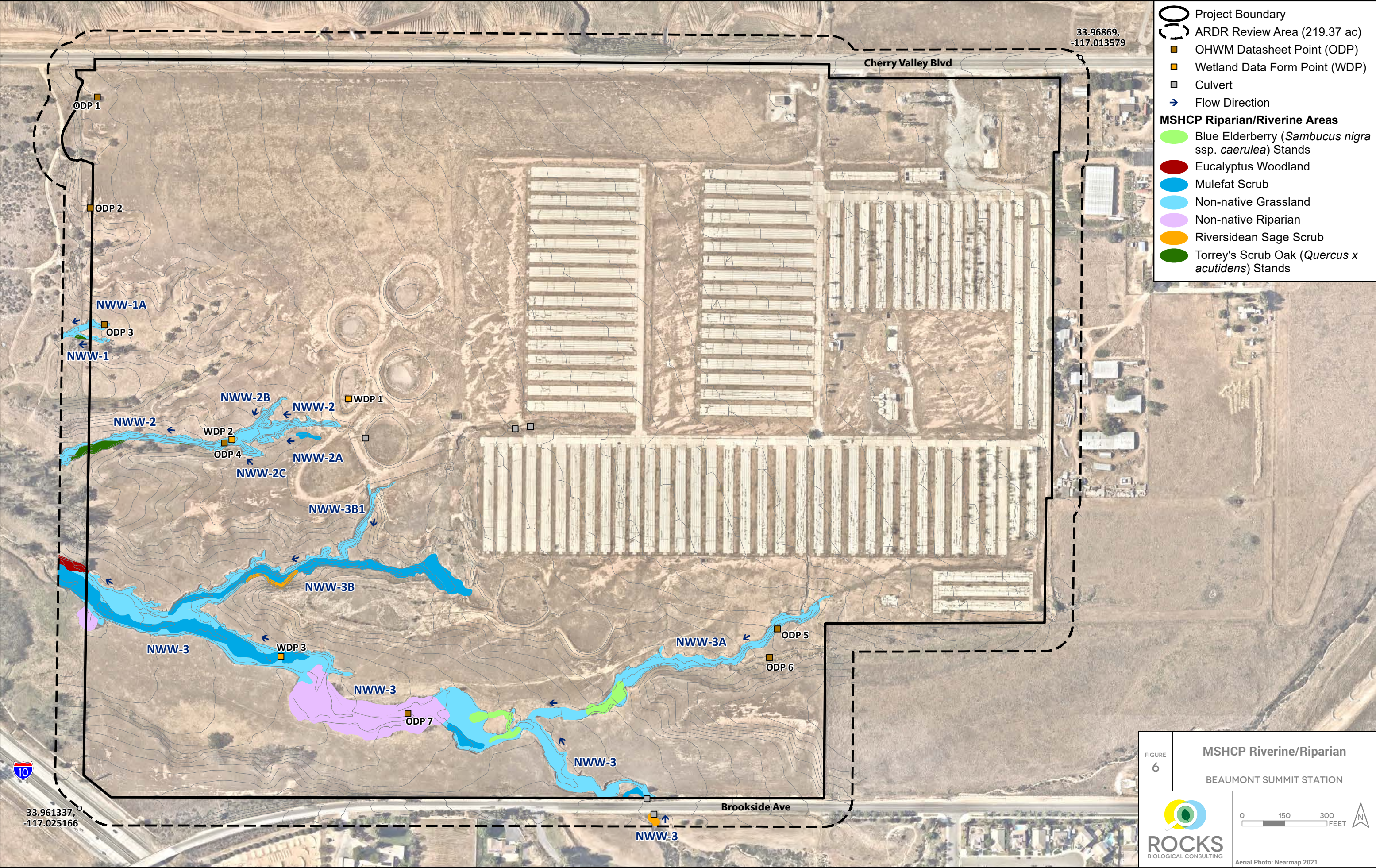
**Vegetation Communities**

BEAUMONT SUMMIT STATION



Aerial Photo: Nearmap 2021





Project Boundary

ARDR Review Area (219.37 ac)

OHWM Datasheet Point (ODP)

Wetland Data Form Point (WDP)

Culvert

Flow Direction

**MSHCP Riparian/Riverine Areas**

Blue Elderberry (*Sambucus nigra* ssp. *caerulea*) Stands

Eucalyptus Woodland

Mulefat Scrub

Non-native Grassland

Non-native Riparian

Riversidean Sage Scrub

Torrey's Scrub Oak (*Quercus x acutidens*) Stands

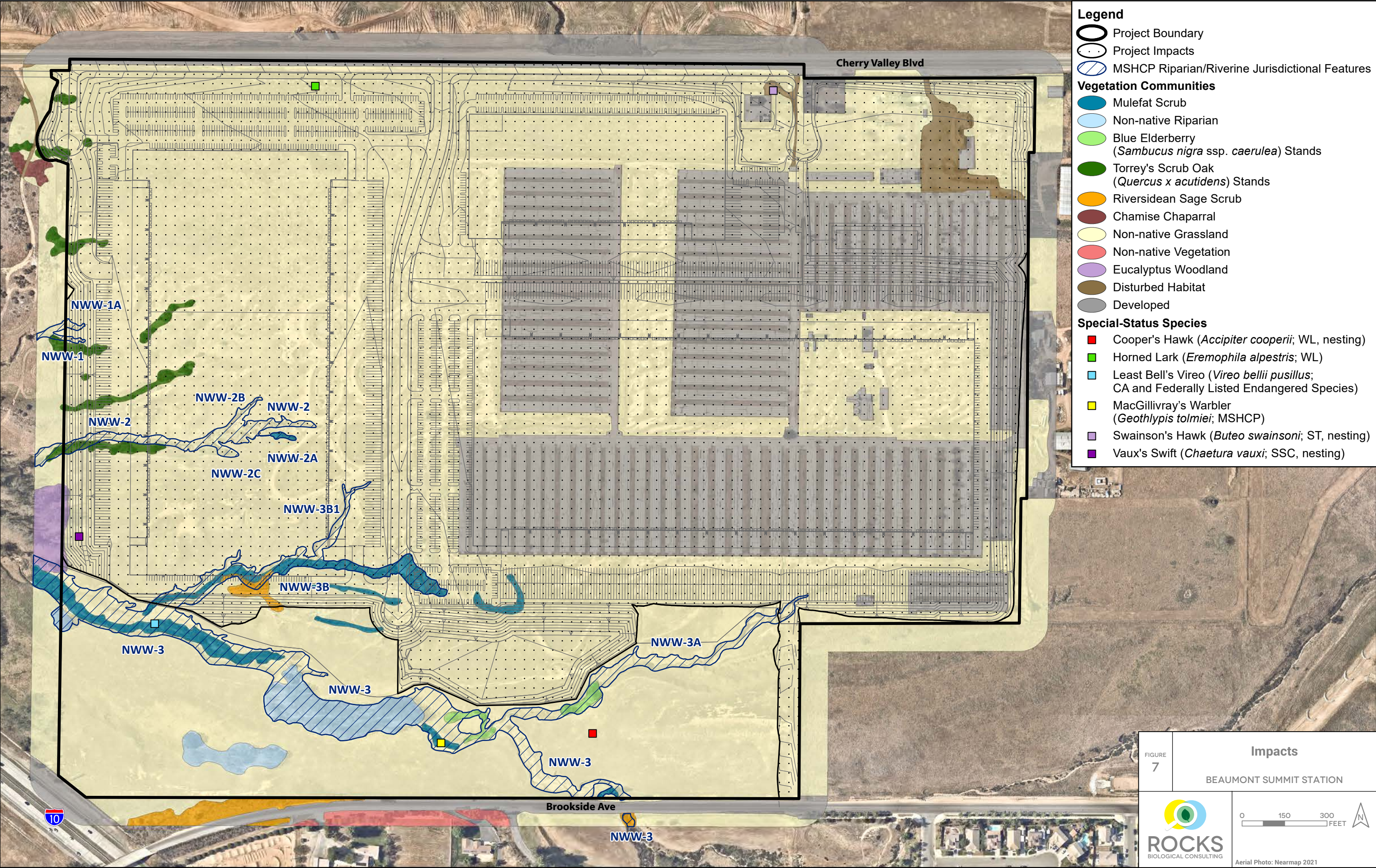
FIGURE  
6

**MSHCP Riverine/Riparian**  
BEAUMONT SUMMIT STATION

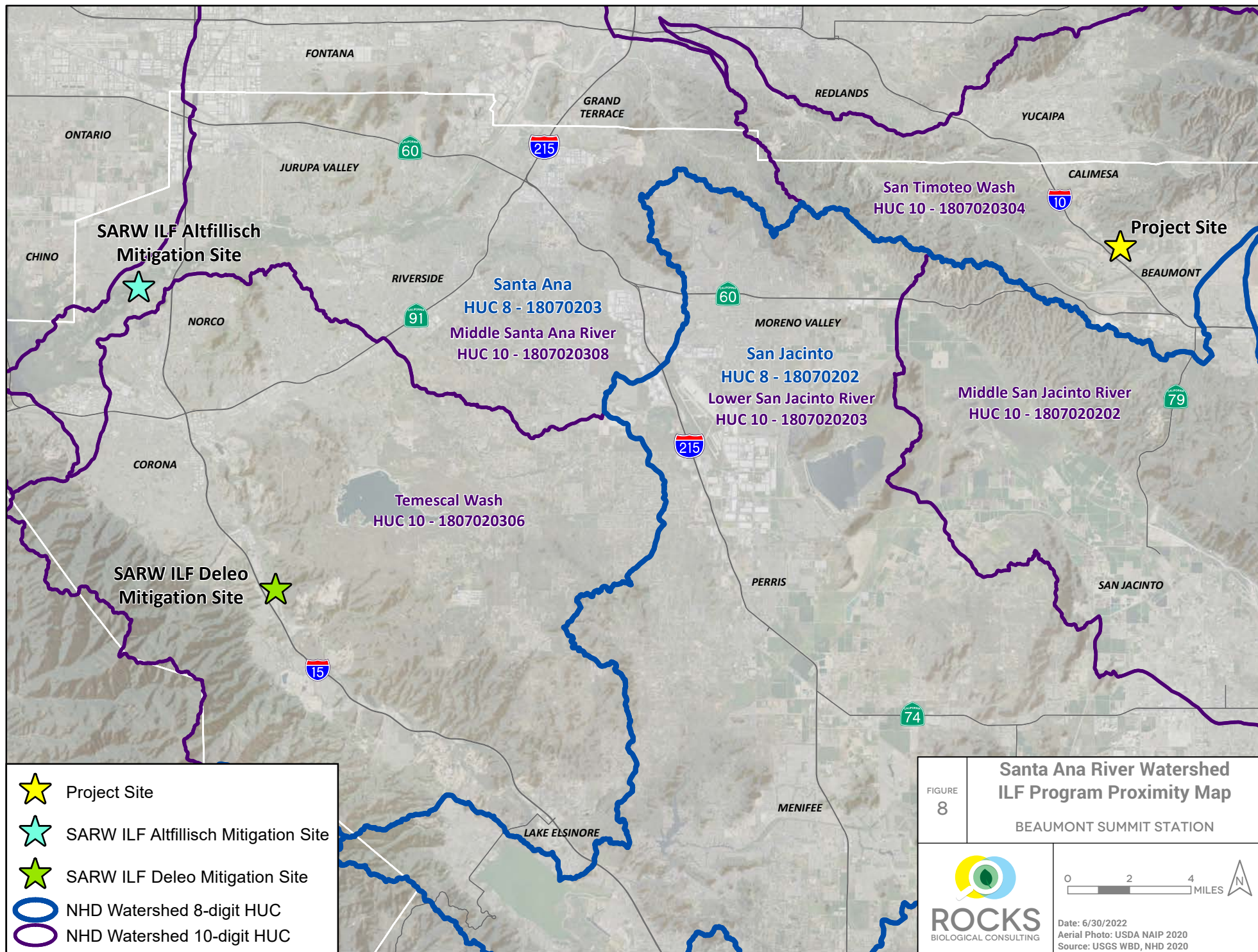


Aerial Photo: Nearmap 2021

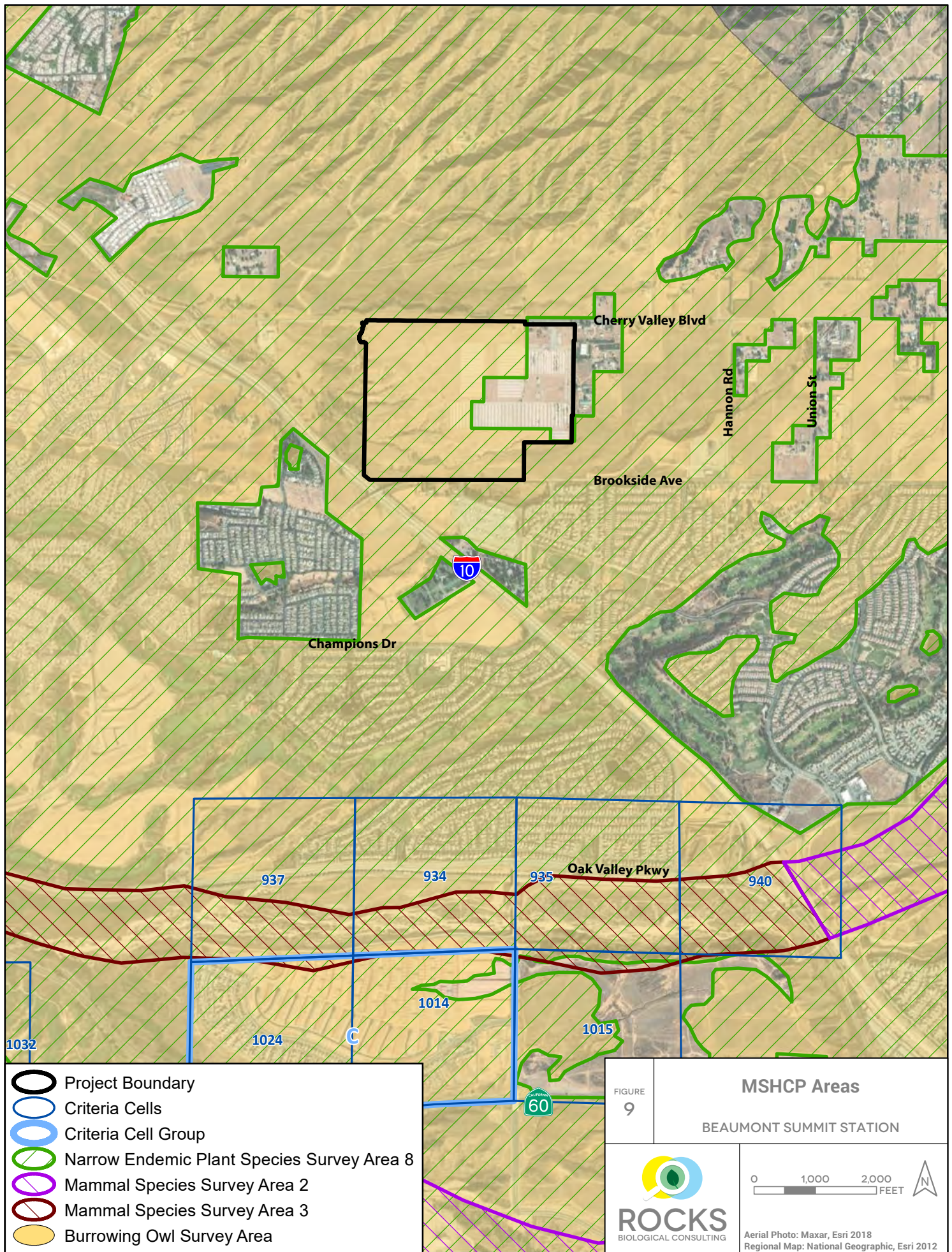












## **APPENDIX A**

### **BEAUMONT SUMMIT STATION AQUATIC RESOURCES DELINEATION REPORT (ARDR)**





# BEAUMONT SUMMIT STATION AQUATIC RESOURCES DELINEATION REPORT

Riverside County, California

July 1, 2022

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## APPENDICES

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## 1 INTRODUCTION

On behalf of Exeter Cherry Valley Land, LLC, Rocks Biological Consulting (RBC) conducted a formal aquatic resources delineation for the Beaumont Summit Station review area, composed of 219.37 acres (Figure 1), to identify areas that may be considered jurisdictional under the U.S. Army Corps of Engineers (Corps) pursuant to Section 404 of the Clean Water Act; the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act; and the California Department of Fish and Wildlife (CDFW) pursuant to Section 1602 of the California Fish and Game Code. The information provided in this aquatic resources delineation report (ARDR) is necessary to define the presence or absence of aquatic resources within the review area. This ARDR can also be used by the agencies to inform the jurisdictional status of delineated aquatic resources and by the applicant and agencies to assess conformance with state and federal regulations and to estimate potential impacts and associated permitting requirements. Furthermore, the information contained in this report is in compliance with the Corps Los Angeles District's *Minimum Standards for Acceptance of Aquatic Resources Delineation Reports* (Minimum Standards; Corps 2017). Appendix A provides a checklist to ensure compliance with the Minimum Standards.

This ARDR also serves as a request for the Corps to complete a Preliminary Jurisdictional Determination (PJD) based on the information provided in this report. Appendix B provides the required forms associated with the PJD request.

## 2 SITE DESCRIPTION, LANDSCAPE SETTING

### 2.1 LOCATION

The review area is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east/northeast of Interstate (I-) 10, within the City of Beaumont, Riverside County, California (Figure 1). The review area is bounded by undeveloped land to the north and west, rural residences with livestock pens to the east, and residential development to the south. The latitude and longitude of the approximate center of the review area is 33.965141, -117.019732. The review area sits on Township 2 South, Range 1 West, and Section 30 within the El Casco 7.5-minute quadrangle, as mapped by the U.S. Geological Survey (USGS; Figure 2).

### 2.2 TOPOGRAPHY

The review area is primarily flat with elevations ranging from approximately 2,403 to 2,584 feet above mean sea level (amsl), with areas of lower topography within the drainages on the south and southwestern portions of the review area and between rolling hills along the northwestern boundary of the review area (Figure 2). Drainage patterns on site trend east to west following a gradual decrease in elevation in the same direction.

### 2.3 WATERSHED

The review area is within the Santa Ana Hydrologic Unit Code (HUC) 8 (18070203), San Timoteo Wash HUC 10 (1807020304), and San Timoteo Canyon-San Timoteo Wash HUC 12 (180702030403) watersheds (Figure 3). In addition to the watersheds defined by the USGS and

commonly used by the Corps, the RWQCB also defines watershed boundaries by Hydrologic Units (HUs). The majority of the review area is within the Santa Ana Basin, the Santa Ana River HU, and the Beaumont Hydrologic Subarea (Santa Ana Regional Water Quality Control Board [Santa Ana RWQCB] 1986; Santa Ana RWQCB 2019).

### 3 METHODS

#### 3.1 PRE-FIELD REVIEW

Prior to the on-site delineation, field maps were created using a Geographic Information System (GIS) and a color aerial photograph at a 1:150 scale. RBC staff also reviewed USGS National Hydrography Dataset (NHD) and topography data (Figure 2), U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) data (Figure 4), and Natural Resources Conservation Service (NRCS) soils data (Figure 4) to further determine the potential locations of aquatic resources within the review area. RBC also utilized Google Earth to assess current and historic presence or absence of flows and/or ponding in the review area (Google Earth Pro 2021). RBC also reviewed the 2004 *Delineation of Jurisdictional Waters and Wetlands Sunny-Cal Specific Plan Project, City of Beaumont, Riverside County, California* (Sunny-Cal JD Report; Michael Brandman Associates 2004) and the 2006 *Recirculated Draft Environmental Impact Report Sunny-Cal Specific Plan, Annexation, And Sphere of Influence Amendment, SCH# 2004121092* (Sunny-Cal Specific Plan Draft EIR; Michael Brandman Associates 2006).

#### 3.2 ON-SITE DELINEATION AND MAPPING

RBC regulatory specialists Sarah Krejca and Chelsea Poley conducted an initial jurisdictional assessment field visit on April 22, 2021 and an aquatic resources delineation field visit on June 3, 2021. RBC regulatory specialist Sarah Krejca and Shanti Santulli conducted an additional aquatic resources delineation field visit on June 7, 2021. Field conditions during these field visits are provided below in Table 1.

Table 1. Field Conditions

Date	Survey Time Start – End	Temperature (°F) Start – End	Wind Speed Range (miles per hour) Start – End	Cloud Cover (%) Start – End
4/22/2021	0745 – 1315	48 – 61	0 to 5 – 5 to 8	100 – 100
6/03/2021	0730 – 1500	67 – 92	0 to 1 – 10 to 15	0 – 0
6/07/2021	0815 – 1245	52 – 62	2 to 5 – 5 to 10	100 – 90

Figure 1 and Figures 5A to 5C depict the 219.37-acre review area. RBC regulatory specialist Sarah Krejca also completed a Streamflow Duration Assessment Method (SDAM) survey during the June 3 and June 7, 2021 field visits.

Areas with depressions, drainage patterns, and/or wetland vegetation within the review area were evaluated, with focus on the presence of defined channels and/or wetland vegetation, soils, and hydrology.

While in the field, potential aquatic resources were recorded using a hand-held Global Positioning System (GPS) unit with a level of accuracy ranging from 8 to 24 feet. RBC staff refined the data using aerial photographs and topographic maps with one-foot contours to ensure accuracy.

All figures generated for this ARDR follow the Corps' Updated Map and Drawing Standards for the South Pacific Division Regulatory Program (Corps 2016).

The below subsections provide the aquatic resources delineation methods used per agency; Appendix C provides additional details regarding the agencies' applicable regulations and guidance associated with this ARDR.

### **3.2.1 CORPS**

#### ***Ordinary High Water Mark Delineation***

Aquatic resources with a defined ordinary high water mark (OHWM) would be considered potential non-wetland waters of the U.S. Corps regulations at 33 Code of Federal Regulations (CFR) 329.11 define an OHWM as "the line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of soil; destruction of terrestrial vegetation; the presence of litter or debris; or other appropriate means that consider the characteristics of the surrounding areas" (51 Federal Register [FR] 41251, November 13, 1986). RBC staff used guidance provided in *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (OHWM Field Guide; Corps 2008a) and Regulatory Guidance Letter (RGL) 05-05 to estimate the extent of an OHWM in the field where applicable. For each feature exhibiting the potential presence of an OHWM, RBC completed a 2010 Arid West Ephemeral and Intermittent Streams OHWM Datasheet following the guidance provided in the *Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (OHWM Datasheet; Corps 2010). Per the 2010 OHWM Datasheet, common indicators of an OHWM include a break in slope (i.e., abrupt cut in bank slope created by hydrogeomorphic processes across the landscape), changes in average sediment texture between floodplain units (i.e., low-flow, active floodplain, low terrace), and changes in vegetation species and/or cover between floodplain units.

#### ***Wetland Delineation***

Field staff examined potential wetland waters of the U.S. using the routine determination methods set forth in Part IV, Section D, Subsection 2 of the Corps 1987 *Wetland Delineation Manual* (Wetland Manual; Environmental Laboratory 1987) and the 2008 *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0* (Arid West Supplement; Corps 2008b) where potential wetland conditions occur within the review area (e.g., areas with depressions, drainage patterns, and/or wetland vegetation where flooding or ponding could occur to create wetland conditions). Areas that meet the three parameters per the Arid West Supplement (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology, following methods set forth in the Wetland Manual and Arid West Supplement) would be considered wetland waters of the U.S. RBC staff base wetland plant indicator status (i.e., Obligate [OBL], occurs 99+% in wetlands; Facultative Wetland [FACW], occurs 67-99% in wetlands; Facultative [FAC], occurs 34-66% in wetlands; Facultative Upland [FACU], occurs 1-33% in wetlands; Upland [UPL], occurs

99+% in uplands; and Not Listed [NL], considered UPL for wetland delineation purposes) on the *National Wetland Plant List* (NWPL; Corps 2018) and hydric soils indicators on *Field Indicators of Hydric Soils in the United States, Version 8.2* (NRCS 2018a). Soil chromas were identified in the field according to *Munsell Soil-Color Charts with Genuine Munsell Color Chips* (Munsell Color 2015) and per the Wetland Manual and Arid West Supplement. Plants identified at wetland delineation sampling locations were identified according to *The Jepson Manual: Vascular Plants of California, 2<sup>nd</sup> edition* (Baldwin et al. 2012) and nomenclature followed Jepson eFlora (Jepson Flora Project 2019).

### **3.2.2 RWQCB**

#### ***Ordinary High Water Mark Delineation***

The State Water Resources Control Board (SWRCB) and RWQCBs do not have regulations or guidance on defining the extent of non-wetland waters of the State. As such, field staff identified the lateral limits of potential non-wetland waters of the State using the same methods for determining an OHWM per the Corps as described in Section 3.2.1 as they have generally been considered coincident.

#### ***Wetland Delineation***

The State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (the Procedures; SWRCB 2021) defines wetland waters of the State. The Procedures were adopted on April 2, 2019; went into effect on May 28, 2020; and were revised on April 6, 2021. As detailed in the Procedures, the SWRCB and RWQCBs define a wetland as follows: “An area is wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area’s vegetation is dominated by hydrophytes or the area lacks vegetation” (SWRCB 2021).

The Procedures provide that RWQCBs shall rely on a wetland delineation from a final ARDR verified by the Corps to determine the extent of wetland waters of the State. If any potential wetland areas have not been delineated in a final ARDR verified by the Corps, the limits of such potential wetland waters of the State shall be identified using the same wetland delineation methods per the Corps as described in Section 3.2.1, except that a lack of vegetation (i.e., less than 5 percent areal coverage of plants during the peak of the growing season) does not preclude an area from meeting the definition of a wetland waters of the State (SWRCB 2021).

### **3.2.3 CDFW**

#### ***Lake, Streambed, and Associated Riparian and Wetland Habitat Delineation***

CDFW jurisdiction relies on the presence of a lake and/or streambed and associated riparian or wetland habitat. Lakes include “natural lakes or man-made reservoirs” (14 California Code of Regulations [CCR] § 1.56). CDFW regulations define a streambed as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supporting fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports riparian vegetation” (14 CCR § 1.72). The 1987 *Rutherford v. State of California* (188 Cal. App. 3d

1268) decision further provided that a streambed is the “channel of a water course; the depression between the banks worn by the regular and usual flow of the water.” A streambed includes the “[a]rea extending between the opposing banks measured from the foot of the banks from the top of the water at its ordinary stage, including sand bars which may exist between the foot of said banks....” (188 Cal. App. 3d 1268). The bank is defined as “the slope or elevation of land that bounds the bed of the stream in a permanent or long-standing way, and that confines the stream water up to its highest level” (*The People v. Phillip Wright Osborn*, 116 Cal. App. 4<sup>th</sup> 764).

Riparian habitat refers to vegetation and habitat associated with a stream. CDFW-jurisdictional habitat includes all riparian shrub or tree canopy that may extend beyond the banks of a stream. Isolated riparian habitat (i.e., where riparian vegetation does not appear associated with an ephemeral wash) is not considered CDFW-jurisdictional.

CDFW follows the USFWS wetland definition and classification system, which defines a wetland as transitional land between terrestrial and aquatic systems having one or more of the following attributes: “(1) at least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year” (USFWS 1979). A wetland is presumed when all three attributes are present; if less than three attributes are present the presumption of a wetland must be supported by “the demonstrable use of wetland areas by wetland associated fish or wildlife resources, related biological activity, and wetland habitat values” (California Fish and Game Commission [CFGF] 1994).

Potential CDFW-jurisdictional wetland boundaries were determined based on the presence of wetland areas supported by a lake or streambed. Wetland delineation methods to determine the presence of one or more wetland attributes included the same methods per the Corps as described in Section 3.2.1.

Based on the above, potential CDFW-jurisdictional aquatic resources delineated included lakes and/or streambeds and their associated riparian and wetland habitats. Field staff delineated the lateral extent of potential CDFW jurisdiction to be “bank to bank” for a streambed or to the “dripline” of riparian habitat and/or wetland boundary, if present.

## **4 SITE ALTERATIONS, CURRENT AND PAST LAND USE**

RBC staff reviewed Google Earth Pro (Google Earth 2021), the University of California – Santa Barbara (UCSB; UCSB n.d.) database, the 2006 *Sunny-Cal Specific Plan Draft EIR* (Michael Brandman Associates 2006), and the 2004 *Sunny-Cal JD Report* (Michael Brandman Associates 2004) to assess historic and ongoing land uses within the review area.

Based on a review of Google Earth Pro and the UCSB database, various potentially jurisdictional features (e.g., Non-Wetland Water [NWW-] 2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 per Section 6 below) occurred within their current locations in the review area at least as far back as May 1938 (i.e., the earliest aerial image available; Appendix D). Agriculture fields or farming operations are also visible on historic aerials as far back as May 1938 and are primarily concentrated in the northeastern portion of the review area until around June 1980 (UCSB n.d.; Appendix D). By September 1996, farming operations were expanded further into the center of the review area through the construction of several large poultry sheds (UCSB n.d.; Appendix

D). Based on a review of the 2004 *Sunny-Cal JD Report*, the review area encompasses the previously active Sunny-Cal Poultry Farm, which contained operations buildings, employee housing, and poultry sheds, and housed other livestock such as pigs and cattle (Michael Brandman Associates 2004). Per historic aerials, runoff from these developments may have resulted in the creation of various ditches, erosional features, and swales (further described in Section 6 below; Appendix D). Remains of these developments, such as shed and building foundations, exist to this day. Furthermore, per the 2004 *Sunny-Cal JD Report*, the former poultry farm developed various human-made settling basins throughout the review area which were utilized as manure holding areas (e.g., Basin [B-] 1, B-2, B-3, B-4, and B-5, per Section 6 below; Michael Brandman Associates 2004). These basins were established between September 1996 and December 2003 (UCSB n.d.; Appendix D). Normal circumstances were assumed to be present within the review area.

The *Sunny-Cal Specific Plan Draft EIR* determined four drainages within the review area to be Corps- and CDFW-jurisdictional (Michael Brandman Associates 2006) within the general locations of NWW-2, NWW-2B, NWW-3, NWW-3B, NWW-3B1, and portions of NWW-3A, further discussed in Section 6 below. Furthermore, the associated Sunny Cal Egg Ranch Specific Plan (Tract 36583) Project was previously permitted and mitigated under various regulatory approvals in 2015-2016 (CWA Section 404 Nationwide Permit 29 and 43 [File No. SPL-2014-00601-JEM]; CWA Section 401 Water Quality Certification [SARWQCB Project No. 332014-20]; and CDFW SAA No. 1600-2014-0180-R6 [Revision 2]) and included permanent impacts to waters of the U.S./State and streambed/riparian habitat; however, the Sunny Cal Egg Ranch Specific Plan (Tract 36583) Project did not move forward and the previously permitted impacts did not occur. Furthermore, site ownership and project design has changed. As such, this ARDR supercedes previous delineations for review area and will be used to support future permitting associated with the Beaumont Summit Station Project.

The following sections provide additional details regarding site alterations and land use specific to on-site soils, hydrology, and vegetation based on available data and the site visit.

#### 4.1 SOILS

Based on the NRCS soils data map (Figure 4), seven soil map units, outlined below in Table 2, occur within the review area:

Table 2. Soil Mapped within Review Area

Soil Map Unit	Soil Series/Unit	Geomorphic Surface	Taxonomic Class	NRCS Hydric Status
Greenfield sandy loam, 2 to 8 percent slopes, eroded	Greenfield	Alluvial fans, terraces	Coarse-loamy, mixed, active, thermic Typic Haploxeralfs	No
Greenfield sandy loam, 8 to 15 percent slopes, eroded	Greenfield	Alluvial fans, terraces	Coarse-loamy, mixed, active, thermic Typic Haploxeralfs	No
Ramona sandy loam, 2 to 5 percent slopes, eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No



Soil Map Unit	Soil Series/Unit	Geomorphic Surface	Taxonomic Class	NRCS Hydric Status
Ramona sandy loam, 5 to 8 percent slopes, eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 8 to 15 percent slopes, severely eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Ramona sandy loam, 15 to 25 percent slopes, severely eroded	Ramona	Alluvial fans, terraces	Fine-loamy, mixed, superactive, thermic Typic Haploxeralfs	No
Terrace escarpments	N/A	Terraces	N/A	No

The National Technical Committee for Hydric Soils defines hydric soils; *Changes in Hydric Soils Database Selection Criteria* (77 FR 12234) outlines the current four hydric soil criteria. The NRCS does not list any of the soil map units within the review area as hydric.

The soils outlined above in Table 2 are further described below per the USDA's *NRCS Official Soil Series Description and Series Classification* database (NRCS 2018b) and the USDA's *Soil Survey of Western Riverside Area, California* (1971):

***Greenfield sandy loam, 2 to 8 percent slopes, eroded*** – The Greenfield series consists of deep, well-drained soils that formed in moderately coarse and coarse alluvium derived from granitic rock and other mixed rock sources. Greenfield soils have slow to medium runoff, moderately rapid permeability, and slopes ranging from 0 to 30 percent. These soils occur on alluvial fans and terraces at elevations of 100 to 3,500 feet amsl. Greenfield soil is used for production of field, forage, and fruit crops and also for growing grain and pasture. Uncultivated areas consist of annual grasses, forbs, some shrubs, and some oak trees. The NRCS does not list Greenfield sandy loam, 2 to 8 percent slopes, eroded, which occurs on site, as hydric.

***Greenfield sandy loam, 8 to 15 percent slopes, eroded*** – The Greenfield series consists of deep, well-drained soils that formed in moderately coarse and coarse alluvium derived from granitic rock and other mixed rock sources. Greenfield soils have slow to medium runoff, moderately rapid permeability, and slopes ranging from 0 to 30 percent. These soils occur on alluvial fans and terraces at elevations of 100 to 3,500 feet amsl. Greenfield soil is used for production of field, forage, and fruit crops and also for growing grain and pasture. Uncultivated areas consist of annual grasses, forbs, some shrubs, and some oak trees. The NRCS does not list Greenfield sandy loam, 8 to 15 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 2 to 5 percent slopes, eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 2 to 5 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 5 to 8 percent slopes, eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 5 to 8 percent slopes, eroded, which occurs on site, as hydric.

***Ramona sandy loam, 8 to 15 percent slopes, severely eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 8 to 15 percent slopes, severely eroded, which occurs on site, as hydric.

***Ramona sandy loam, 15 to 25 percent slopes, severely eroded*** – The Ramona series consists of well-drained soils that formed in alluvium derived from granitic rock and related rock sources. Ramona soils have slow to rapid runoff and moderately slow permeability. These soils are nearly level to moderately steep and occur on terraces and fans at elevations of 250 to 3,500 feet amsl. Ramona soil is used for production of grain, hay, pasture, irrigated citrus, olives, truck crops, and seasonal fruits. Uncultivated areas are primarily annual grasses, forbs, chamise, or chaparral. The NRCS does not list Ramona sandy loam, 15 to 25 percent slopes, severely eroded, which occurs on site, as hydric.

***Terrace escarpments*** – Terrace escarpments consist of variable alluvium on terraces or gullies derived from granite, gabbro, metamorphosed sandstone, sandstone, or mica-schist. Slopes range from 30 to 75 percent. Vegetation is sparse and includes annual grasses, salvia (*Salvia* sp.), flat-top buckwheat (*Eriogonum fasciculatum*), and chamise (*Adenostoma fasciculatum*). Areas of terrace escarpments are used primarily for watershed and as wildlife habitat. The NRCS does not list terrace escarpments, which occurs on site, as hydric.

As stated in the Arid West Supplement, RBC used the hydric soils list as a tool and made final hydric soils determinations based on field-collected data at representative wetland delineation sample points deemed appropriate on site as recorded on the attached Arid West Wetland Determination Data Forms (Appendix E) discussed further in Section 6.1.

## 4.2 HYDROLOGY

Per the review of on-line data sources, USGS NHD maps one “Stream/River” (ephemeral) in the western portion of the review area, one “Stream/River” (ephemeral) in the southern portion of the review area, and six “Reservoirs” in the central and western portions of the review area (Figure 2; USGS 2020). USFWS NWI maps one feature with a designation of “Riverine” in the southern portion of the review area (Figure 4; USFWS 2019). USFWS NWI classifies the onsite feature as Riverine, R4SBA, indicating that the feature is an intermittent (R4) streambed (SB) that temporarily floods (A). However, based on field observations in April and June 2021, the on-site features are

expected to convey ephemeral flows (i.e., only in direct response to precipitation).

The primary known hydrologic source for the observed on-site drainages and “reservoirs,” discussed further below, is direct precipitation only. The southern USGS NHD and USFWS NWI feature also receives runoff from development south of the review area that is collected and conveyed on site through a culverted storm drain outlet that flows north under Brookside Avenue. Previously, on-site drainages also received runoff from the former on-site agricultural operations (poultry and livestock farm) and the on-site “reservoirs” were used as settling basins to hold manure from chicken, pigs, and cows.

Based on field observations, the on-site USGS NHD feature within the western portion of the review area travels west, then continues off site. The USGS NHD and USFWS NWI feature within the southern portion of the review area enters the review area then drains through two culvert outlets under Brookside Avenue, travels northwest, then continues off site. The USGS NHD maps the two features as converging just west of the review area and continuing as an ephemeral stream for approximately 4 miles until transitioning to an intermittent stream for approximately 7.5 miles, then connecting with the San Timoteo Wash. The San Timoteo Wash then continues for approximately 6.6 miles before outletting into the Santa Ana River, which ultimately discharges into the Pacific Ocean (USGS 2020).

### 4.3 VEGETATION

Table 3 provides vegetation community acreages within the review area based on vegetation mapping conducted by RBC biologists on April 22, 2021 (Figure 6). The review area primarily consists of non-native grassland. The vegetation community classifications generally follow Holland’s *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) and are consistent with the *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP; Dudek & Associates, Inc. 2003) vegetation mapping classification.

Table 3. Vegetation Communities within Review Area

Vegetation Community/Land Cover Type	Acre(s) <sup>1</sup>
Blue Elderberry ( <i>Sambucus nigra</i> ssp. <i>caerulea</i> ) Stands	0.31
Chamise Chaparral	0.19
Developed	61.66
Disturbed Habitat	1.59
Eucalyptus Woodland	0.80
Mulefat Scrub	2.32
Non-native Grassland	146.83
Non-native Riparian	2.37
Non-native Vegetation	0.81
Riversidean Sage Scrub	1.12

Vegetation Community/Land Cover Type	Acre(s) <sup>1</sup>
Torrey's Scrub Oak ( <i>Quercus x acutidens</i> ) Stands	1.37
Total	219.37

<sup>1</sup> Acreages summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

### ***Blue Elderberry Stands***

Individual stands of blue elderberry (*Sambucus nigra* ssp. *caerulea*) occur within the review area (0.31 acre). Blue elderberry is a tall woody shrub that can grow up to 25 feet tall. The blue elderberry trees within the review area do not represent a specific vegetation community, rather a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat.

### ***Chamise Chaparral***

Chamise chaparral is overwhelmingly dominated by chamise. Chamise chaparral within the review area (0.19 acre) contains some individuals of California buckwheat and occurs along the northwestern review area boundary. Chamise chaparral continues as patches within non-native grassland west of the review area.

### ***Developed***

Developed land does not support native vegetation and includes human-made structures. Developed land within the review area (61.66 acres) includes buildings and paved surfaces associated with the former agricultural operations.

### ***Disturbed Habitat***

Disturbed habitat is typically classified as land on which the native vegetation has been significantly altered by agriculture, construction, or other land-clearing activities, and the species composition and site conditions are not characteristic of the disturbed phase of a plant association (e.g. disturbed Riversidean sage scrub). Disturbed habitat is typically found in vacant lots, along roadsides, within construction staging areas, and in abandoned fields. The habitat is typically dominated by non-native annual species and perennial broadleaf species. Disturbed habitat within the review area (1.59 acres) occurs within the gravel driveways and staging areas that support the sparse growth of non-native grasses and forbaceous species.

### ***Eucalyptus Woodland***

Eucalyptus woodland (*Eucalyptus* spp.) habitat ranges from single-species thickets with little or no shrubby understory to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus forms a dense stand with a closed canopy. Eucalyptus species produce a large amount of leaf and bark litter, the chemical and physical characteristics of which limit the ability of other species to grow in the understory, decreasing floristic diversity. A large stand of eucalyptus woodland occurs along the western border of the review area (0.80 acre).

### ***Mulefat Scrub***

Mulefat scrub consists of mulefat (*Baccharis salicifolia*) as the dominant or co-dominant species

within a continuous shrub canopy or thicket. A few isolated, individual willows (*Salix* spp.) also occur within the continuous mulefat scrub. The herbaceous layer is typically sparse. Mulefat scrub within the review area (2.32 acres) is approximately 10-15 feet in height and co-occurs with the blue elderberry stands and non-native riparian vegetation within the canyons and drainages in the southwest.

### ***Non-native Grassland***

Non-native grassland within the review area is dominated by ripgut brome (*Bromus diandrus*) but also contains occurrences of other non-native grass and forbaceous species such as red brome (*Bromus rubens*), Mediterranean barley (*Hordeum marinum*), and short-pod mustard (*Hirschfeldia incana*). Rigid fiddleneck (*Amsinckia menziesii*) was observed within the non-native grassland habitat growing out of the topographical depressions in the western portion of review area. The review area is frequently mowed and was previously grazed using cattle, keeping non-native grasses and ruderal species fairly low to the ground. Non-native grassland (146.83 acres) occurs throughout much of the review area.

### ***Non-native Riparian***

Non-native riparian habitat includes densely vegetated riparian thickets dominated by non-native, invasive species. Non-native riparian habitat within the review area (2.37 acres) consists of monotypic stands of tree of heaven (*Ailanthus altissima*), occurring within the drainages in the southwestern portion of the review area. Tree of heaven are large trees with some individuals exceeding 30 feet in height. Virtually no understory occurs within the stands of tree of heaven that occur within the review area.

### ***Non-native Vegetation***

Non-native vegetation refers to areas where non-native ornamentals and landscaping have been installed. Non-native vegetation within the review area (0.81 acre) occurs just south of Brookside Avenue and is dominated by tree of heaven and pine trees (*Pinus* sp.)

### ***Riversidean Sage Scrub***

Riversidean sage scrub (1.12 acres) is a form of coastal sage scrub found in Riverside County consisting of low, soft shrubs. The review area supports small patches of Riversidean sage scrub that are dominated by California sagebrush (*Artemisia californica*) and California buckwheat and contain non-native grasses between shrubs. Riversidean sage scrub is found in the southwestern portion of the review area and along the southern review area boundary.

### ***Torrey's Scrub Oak Stands***

Mature individuals of Torrey's scrub oak (*Quercus x acutidens*) form distinct stands (1.37 acres) occurring along the upper banks of canyons and drainages within the western portion of the review area. Torrey's scrub oak is a small oak tree and on-site Torrey's scrub oak do not exceed 25 feet in height. Non-native grasses occur as the understory between individual trees. The stands of Torrey's scrub oak within the review area do not represent a specific vegetation community (e.g., scrub oak chaparral), but are a monotypic stand of trees that are functionally distinct from the surrounding non-native grassland habitat.

## 5 PRECIPITATION DATA AND ANALYSIS

RBC utilized the NRCS Agricultural Applied Climate Information System (AgACIS) database for the Beaumont 2.5 NW station (approximately 0.7 mile southeast) to access pre-site visit precipitation data (NRCS 2021), as shown in Table 4.

RBC also utilized the Corps' Antecedent Precipitation Tool (APT) to assess whether or not the delineation date occurred in a drier, average, or wetter than normal period for the review area (Corps 2020). The Corps created the APT to assist with determining "typical year" precipitation conditions for a review area (i.e., the normal periodic range of precipitation and other climate variables for the waterbody). Additionally, the APT can also generally inform the regulatory agencies whether or not normal hydrologic/climatic conditions were on site at the time of the site visit and assist with completion of the Wetland Determination Data Forms (Appendix E).

### 5.1 PRECIPITATION SUMMARY

Table 4 describes the estimated monthly total precipitation for the review area from June 2020 to May 2021 to provide the pertinent pre-site visit precipitation data from the NRCS database for the Beaumont 2.5 NW, California NWS station (NRCS 2021).

Table 4. Precipitation Data for June 2020 to May 2021

	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Monthly Total Precipitation (inch[es])	0.11	0.00	0.00	0.00	T*	0.70	1.26	2.48	0.15	1.94	0.13	M <sup>1</sup>

<sup>1</sup>Per AgACIS database: "Values of 'M' indicate missing data and 'T' indicates a trace."

### 5.2 ANTECEDENT PRECIPITATION TOOL DATA

The APT provides three climatological parameters: Palmer Drought Severity Index (PDSI), season, and antecedent precipitation condition. The PDSI is a standardized index calculated on a monthly basis with PDSI value outputs ranging from -10 (extremely dry) to +10 (extremely wet) (National Oceanic and Atmospheric Administration [NOAA] 2020) to assess drought conditions (i.e., PDSI Class). The APT determines wet vs. dry season based on related procedures provided in the applicable regional supplement for the review area (i.e., Arid West Supplement). The antecedent precipitation condition is classified as drier than normal with an antecedent runoff condition (ARC) score less than 10; normal with an ARC score between 10 to 14; or wetter than normal with an ARC score greater than 14 (Corps 2000).

Table 5 summarizes the key data extrapolated from the APT output to compare the current year 30-day rolling total to the averaged 30-year normal for the weather stations with comprehensive historical data within 30 miles of the review area: estimated drought conditions, wet or dry season determination, ARC score, and antecedent precipitation condition. The APT output provided in Appendix F and summarized in Table 5, noted a PDSI Class of "severe drought" on April 22, 2021 and "extreme drought" on June 3, 2021 and June 7, 2021 for the review area; the precipitation and climatic conditions were classified as "drier than normal" on April 22, 2021 and "normal" on

June 3, 2021 and June 7, 2021 for the review area based on the 30-day rolling totals for the three months preceding the field survey dates. Field staff considered the drought conditions during the field delineation, evaluated how the drought conditions could affect the data collected on the Arid West Wetland Determination Data Forms and Ephemeral and Intermittent Streams OHWM Datasheets (Appendix E), and used recent and historic aerials to ensure appropriate representation of the extent of the on-site aquatic features for this ARDR despite 2021 drought conditions.

Table 5. Antecedent Precipitation Tool Data for the Review Area

Field Survey Date	PDSI Value	PDSI Class	Season	ARC Score	Antecedent Precipitation Condition
4/22/2021	-3.99	Severe drought	Dry season	9	Drier than normal
6/03/2021	-4.98	Extreme drought	Dry season	10	Normal conditions
6/07/2021	-4.98	Extreme drought	Dry season	11	Normal conditions

## 6 DESCRIPTION OF OBSERVED POTENTIAL AQUATIC RESOURCES

The following descriptions of observed potential aquatic resources within the review area document the presence or absence of aquatic resource indicators per the methods discussed in Section 3. The subsections below are intended to be reviewed independently under each agency's purview unless otherwise directed in the text (i.e., the aquatic resource description is the same between two or more agencies) given the various regulatory definitions and standards per each agency.

Appendix G provides site photographs of the features within the review area; all figures in the Figure 5 series display representative photo points.

### 6.1 CORPS WETLAND WATERS OF THE U.S.

RBC collected data at three representative Wetland Data Form Points (WDP) within the review area, one within NWW-2 (see *Non-Wetland Water 2* in Section 6.2 below), one within NWW-3 (see *Non-Wetland Water 3* in Section 6.2 below), and one within B-4 (see *Basins 1 – 5* in Section 6.6 below), to determine the presence or absence of jurisdictional wetland waters of the U.S. (Figure 5A; Appendix E). The delineated aquatic features on site did not meet the appropriate wetland parameters to qualify as wetland waters of the U.S. based on the data collected during the field delineation, as discussed further in Section 6.2.

### 6.2 CORPS NON-WETLAND WATERS OF THE U.S.

#### *Non-Wetland Water 1*

NWW-1 is a vegetated, earthen-bottom drainage that occurs within the far western portion of the review area (Figure 5A). Specifically, NWW-1 is an approximately 175-linear foot feature within an area of non-native grassland, the upstream extent of which appeared severely incised and erosional. After approximately 145 linear feet, NWW-1 converges with NWW-1A (see *Non-Wetland*

Water 1A below) before continuing off site and downstream, and exhibiting a more defined bed and bank with established vegetation along the banks.

OHWM Datasheet Point (ODP) 3 (see *Non-Wetland Water 1A* below) represents the OHWM within NWW-1 given the similar conditions observed within NWW-1A; similarly, WDP 2 (see *Non-Wetland Water 2* below) provides representative wetland delineation data for NWW-1 given the similar conditions observed within NWW 2. The estimated OHWM within NWW-1 measured approximately four feet wide until NWW-1 converged with NWW-1A, at which point the OHWM increased to approximately six feet wide.

#### ***Non-Wetland Water 1A***

NWW-1A is a vegetated, earthen-bottom drainage that occurs within the far western portion of the review area and is a tributary of NWW-1 (Figure 5A). Specifically, NWW-1A is an approximately 156-linear foot feature within an area of non-native grassland that, similar to NWW-1, originates as a severely incised and erosional feature.

An OHWM delineation was conducted within the drainage to confirm the presence or absence of OHWM indicators. ODP 3 confirmed the presence of the following OHWM indicators within NWW-1A: a faint break in bank slope and change in vegetation cover between the active floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 3). WDP 2 (see *Non-Wetland Water 2* below) was representative of the conditions in NWW-1A. Based on the data collected, the estimated OHWM measured approximately six feet wide throughout the extent of NWW-1A.

#### ***Non-Wetland Water 2***

NWW-2 is a vegetated, earthen-bottom drainage that travels through the western portion of the review area, south of NWW-1 (Figure 5A). Specifically, NWW-2 is an approximately 1,018-linear foot feature within an area of non-native grassland that initiates just west of B-4 (see *Basin 4* below). After approximately 200 linear feet, NWW-2 converges with NWW-2A (see *Non-Wetland Water 2A* below), then flows approximately 90 linear feet before converging with NWW-2B (see *Non-Wetland Water 2B* below) after which NWW-2 continues an additional 70 linear feet before converging with NWW-2C (see *Non-Wetland Water 2C* below). After converging with NWW-2C, NWW-2 flows approximately 658 linear feet before continuing off site and downstream.

A wetland and OHWM delineation were conducted within NWW-2 to confirm the presence or absence of wetland parameters and/or OHWM indicators. ODP 4 confirmed the presence of the following OHWM indicators within NWW-2: a break in bank slope and change in vegetation cover between the active floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 4). Based on the data collected, the estimated OHWM ranged from three feet to four feet wide throughout the extent of NWW-2.

WDP 2 was taken within a vegetated area dominated by blue elderberry (FACU), mulefat (FAC), false brome (*Brachypodium distachyon*; NL/UPL), and ripgut brome (NL/UPL). WDP 2 did not meet the hydrophytic vegetation, hydric soil, or wetland hydrology parameters (Figure 5A; Appendix E, WDP 2).

#### ***Non-Wetland Water 2A***

NWW-2A is a vegetated, earthen-bottom drainage that occurs within the western portion of the



review area and is a tributary to NWW-2 (Figure 5A). Specifically, NWW-2A displays a faint OHWM and flows for approximately 168 linear feet through a small area dominated by mulefat and non-native grasses before converging with NWW-2 (see *Non-Wetland Water 2* above).

ODP 4 (see *Non-Wetland Water 2* above) was representative of the OHWM in NWW-2A. WDP 2 (see *Non-Wetland Water 2* above) was representative of the conditions in NWW-2A. Based on the data collected, the estimated OHWM ranged from one foot to two feet wide.

#### ***Non-Wetland Water 2B***

NWW-2B is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5A). Specifically, NWW-2B travels for approximately 175 linear feet through an area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2* above).

ODP 4 (see *Non-Wetland Water 2* above) represents the OHWM within NWW-2B given the similar conditions observed within NWW-2; similarly, WDP 2 (see *Non-Wetland Water 2* above) provides representative wetland delineation data for NWW-2B given the similar conditions observed within NWW 2. Based on the data collected, the estimated OHWM measured approximately three feet wide.

#### ***Non-Wetland Water 2C***

NWW-2C is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5A). Specifically, NWW-2C flows for approximately 109 linear feet through a small area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2* above).

ODP 4 (see *Non-Wetland Water 2* above) represents the OHWM within NWW-2C given the similar conditions observed within NWW-2; WDP 2 (see *Non-Wetland Water 2* above) also provides representative wetland delineation data for NWW-2C. Based on the data collected, the estimated OHWM measured approximately three feet wide.

#### ***Non-Wetland Water 3***

NWW-3 is a vegetated, earthen-bottom drainage that flows through the southern portion of the review area (Figure 5A). Specifically, NWW-3 is an approximately 2,710-linear foot feature that enters the southern boundary of the review area then immediately flows through two culvert outlets under Brookside Avenue. After exiting the culverts, NWW-3 continues northwest for approximately 600 linear feet through an area of non-native grassland, before converging with NWW-3A (see *Non-Wetland Water 3A* below). NWW-3 then flows northwest for approximately 1,740 linear feet through areas of non-native grassland, mulefat scrub, blue elderberry stands, and non-native riparian, until converging with NWW-3B (see *Non-Wetland Water 3B* below). After converging with NWW-3B, NWW-3 flows west approximately 370 linear feet before continuing off site and downstream.

A wetland and OHWM delineation were conducted within NWW-3 to confirm the presence or absence of wetland parameters and/or OHWM indicators. ODP 7 confirmed the presence of the following OHWM indicators within NWW-3: a faint break in slope, change in average sediment texture, change in vegetation cover, and change in vegetation species between the active

floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 7). Based on the data collected, the estimated OHWM ranged from four feet to eight feet wide throughout the extent of NWW-3.

WDP 3 was taken within a sparsely vegetated area dominated by mulefat (FAC). WDP 3 met the hydrophytic vegetation parameter; however, WDP 3 did not meet the hydric soil or wetland hydrology parameters (Figure 5A; Appendix E, WDP 3).

#### ***Non-Wetland Water 3A***

NWW-3A is a vegetated, earthen-bottom drainage that occurs within the southern portion of the review area, east of NWW-3, and is a tributary to NWW-3 (Figure 5A). NWW-3A likely resulted from runoff from former agricultural fields in the northeast corner of the review area and adjacent fields to the east of the review area, based on a review of historic aerials (Appendix D). Furthermore, NWW-3A appeared to have previously convey surface flows/runoff downslope from the former farming operations within the review area, based on its location just south of the former poultry sheds and a review of historic aerials (Appendix D). Specifically, NWW-3A is an approximately 1,290-linear foot feature that originates at the western extent of Swale (S-) 1 (see *Swales 1–5* below) and eventually converges with NWW-3 (see *Non-Wetland Water 3* above).

An OHWM delineation was conducted within the drainage to confirm the presence or absence of OHWM indicators. ODP 5 confirmed the presence of the following OHWM indicators within NWW-3A: a break in bank slope, change in average sediment texture, and change in vegetation cover between the active floodplain and adjacent uplands (Figure 5A; Appendix E, ODP 5). WDP 3 (see *Non-Wetland Water 3* above) was representative of the conditions in NWW-3A.

Based on the data collected, the estimated OHWM ranged from approximately three feet to six feet wide throughout the extent of NWW-3A.

#### ***Non-Wetland Water 3B***

NWW-3B is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area, directly west of what remains of the former poultry sheds (Figure 5A). NWW-3B is a tributary to NWW-3 that likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B appeared to previously convey surface flows/runoff from the former farming operations within the review area (Appendix D). Specifically, NWW-3B is an approximately 1,273-linear foot feature that originates just west of the western extent of Erosional Feature (EF-) 8 (see *Erosional Features 1 – 8* below), then travels approximately 393 linear feet before converging with NWW-3B1 (see *Non-Wetland Water 3B1* below), then continues another 880 linear feet before converging with NWW-3 (see *Non-Wetland Water 3* above).

ODP 5 (see *Non-Wetland Water 3A* above) provides representative data for the OHWM in NWW-3B given similar conditions within the two features. WDP 3 (see *Non-Wetland Water 3* above) provides representative wetland delineation data in NWW-3B. Based on the data collected, the estimated OHWM measured approximately four feet wide throughout the extent of NWW-3B.

#### ***Non-Wetland Water 3B1***

NWW-3B1 is a vegetated, earthen-bottom drainage that occurs within the western portion of the

review area and is a tributary to NWW-3B (Figure 5A). NWW-3B1 likely also resulted from runoff from former agricultural fields in the northeast corner of the review area, based a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B1 appeared to previously convey surface flows/runoff from the former farming operations within the review area. Specifically, NWW-3B1 is an approximately 409-linear foot feature that originates at the western extent of S-5 (see *Swales 1 – 5* below), then drains south/southwest as it gradually widens before converging with NWW-3B (see *Non-Wetland Water 3B* above).

Data collected at ODP 5 (see *Non-Wetland Water 3A* above) represents of the OHWM observed within NWW-3B1. WDP 3 (see *Non-Wetland Water 3* above) also provides wetland delineation data in NWW-3B1. Based on the data collected, the estimated OHWM ranged from approximately one foot to four feet wide.

### **6.3 CDFW STREAMBED AND ASSOCIATED RIPARIAN AND WETLAND HABITATS**

As outlined in Section 6.1, RBC collected data at three representative WDPs within the review area to determine the presence or absence of potential CDFW-jurisdictional wetlands (Figure 5B; Appendix E). The delineated aquatic features on site did not meet the appropriate wetland parameters to qualify as CDFW-jurisdictional wetlands based on the data collected during the field delineation.

Figure 5B displays the estimated extent of streambed, delineated based on the top of the channel banks, and associated riparian habitat within the review area; Table 7 provides additional details.

#### ***Non-Wetland Water 1: Vegetated Streambed***

NWW-1 is a heavily vegetated, earthen-bottom drainage that occurs within the far western portion of the review area (Figure 5B). Specifically, NWW-1 is an approximately 175-linear foot feature ranging from approximately nine feet to 21 feet wide from bank to bank, within an area of non-native grassland, the upstream extent of which appeared severely incised and erosional. After approximately 145 linear feet, NWW-1 converges with NWW-1A (see *Non-Wetland Water 1A: Vegetated Streambed* below) before continuing off site and downstream, and exhibiting a more defined bed and bank with established vegetation along the banks. The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 1A: Vegetated Streambed***

NWW-1A is a heavily vegetated, earthen-bottom drainage that occurs within the far western portion of the review area and is a tributary of NWW-1 (Figure 5B). Specifically, NWW-1A is an approximately 156-linear foot feature ranging from approximately eight feet to 30 feet wide from bank to bank, within an area of non-native grassland that, similar to NWW-1, originates as a severely incised and erosional feature. The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 2: Vegetated Streambed***

NWW-2 is a vegetated, earthen-bottom drainage that travels through the western portion of the

review area, south of NWW-1 (Figure 5B). Specifically, NWW-2 is an approximately 1,018-linear foot feature ranging from approximately 15 feet to 60 feet wide from bank to bank, within an area of non-native grassland that initiates just west of B-4 (see *Basin 4* below). After approximately 200 linear feet, NWW-2 converges with NWW-2A (see *Non-Wetland Water 2A: Vegetated Streambed* below), then continues approximately 90 linear feet before converging with NWW-2B (see *Non-Wetland Water 2B: Vegetated Streambed* below), and travels an additional 70 linear feet before converging with NWW-2C (see *Non-Wetland Water 2C: Vegetated Streambed* below). After converging with NWW-2C, NWW-2 flows west approximately 658 linear feet before continuing off site and downstream. The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 2A: Vegetated Streambed***

NWW-2A is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5B). NWW-2A likely resulted from runoff from the former agricultural operations, based on field observations and a review of historic aerials (Appendix D). Specifically, NWW-2A displays a faint streambed measuring approximately one foot to two feet wide from bank to bank, and flows for approximately 168 linear feet through a small area dominated by mulefat and non-native grasses before converging with NWW-2 (see *Non-Wetland Water 2: Vegetated Streambed* above). The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL), as well as mulefat (FAC).

#### ***Non-Wetland Water 2A: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-2A streambed includes mulefat scrub (Figure 5B).

#### ***Non-Wetland Water 2B: Vegetated Streambed***

NWW-2B is a vegetated, earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5B). Specifically, NWW-2B ranges from approximately nine feet to 49 feet wide from bank to bank and travels for approximately 175 linear feet through an area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2: Vegetated Streambed* above). The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL), as well as mulefat (FAC).

#### ***Non-Wetland Water 2C: Vegetated Streambed***

NWW-2C is a vegetated earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-2 (Figure 5B). Specifically, NWW-2C ranges from approximately 20 feet to 47 feet wide from bank to bank and flows northwest for approximately 109 linear feet through a small area of non-native grassland before converging with NWW-2 (see *Non-Wetland Water 2: Vegetated Streambed* above). The streambed and earthen banks are generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL), as well as mulefat (FAC).

***Non-Wetland Water 3: Vegetated Streambed***

NWW-3 is a vegetated, earthen-bottom drainage that flows through the southern portion of the review area (Figure 5B). Specifically, NWW-3 is an approximately 2,710-linear foot that ranges from approximately 12 feet to 140 feet wide from bank to bank. NWW-3 enters the southern boundary of the review area then immediately drains through two culvert outlets under Brookside Avenue. After exiting the culverts, NWW-3 travels northwest for approximately 600 linear feet through an area of non-native grassland, before converging with NWW-3A (see *Non-Wetland Water 3A* below). NWW-3 then continues northwest for approximately 1,740 linear feet through areas of non-native grassland, mulefat scrub, blue elderberry stands, and non-native riparian, until converging with NWW-3B (see *Non-Wetland Water 3B: Vegetated Streambed* below). After converging with NWW-3B, NWW-3 flows west approximately 370 linear feet before continuing off site and downstream. The streambed is generally dominated by non-native grassland plant species such as ripgut brome (NL/UPL), false brome (NL/UPL), shortpod mustard (NL/UPL), and horehound (*Marrubium vulgare*; FACU).

***Non-Wetland Water 3: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-3 streambed includes mulefat scrub, non-native riparian (dominated by tree of heaven [FACU]), and blue elderberry stands (Figure 5B).

***Non-Wetland Water 3A: Vegetated Streambed***

NWW-3A is a vegetated, earthen-bottom drainage that occurs within the southern portion of the review area, east of NWW-3, and is a tributary to NWW-3 (Figure 5B). NWW-3A likely resulted from runoff from former agricultural fields within the northeast corner of the review area and adjacent fields to the east of the review area, based on a review of historic aerials (Appendix D). Furthermore, NWW-3A appeared to have previously convey surface flows/runoff downslope from the former farming operations within the review area, based on its location just south of the former poultry sheds and a review of historic aerials (Appendix D). Specifically, NWW-3A is an approximately 1,290-linear foot feature ranging from approximately six feet to 65 feet wide from bank to bank that originates at the western extent of S-1 (see *Swales 1 – 5* below) and eventually flows into NWW-3 (see *Non-Wetland Water 3: Vegetated Streambed* above). The streambed is generally dominated by ripgut brome (NL/UPL), false brome (NL/UPL), shortpod mustard (NL/UPL), and horehound (FACU).

***Non-Wetland Water 3A: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-3A streambed includes blue elderberry stands (Figure 5B).

***Non-Wetland Water 3B: Vegetated Streambed***

NWW-3B is a vegetated earthen-bottom drainage that occurs within the western portion of the review area, directly west of what remains of the former poultry sheds (Figure 5B). NWW-3B is a tributary to NWW-3 that likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B appeared to previously convey surface flows/runoff from the former farming operations within the review area. Specifically, NWW-

3B is an approximately 1,273-linear foot feature ranging from approximately 20 feet to 70 feet wide from bank to bank that originates just west of the western extent of EF-8 (see *Erosional Features 1 – 8* below), then flows west approximately 393 linear feet before converging with NWW-3B1 (see *Non-Wetland Water 3B1: Vegetated Streambed* below), then travels another 880 linear feet before converging with NWW-3 (see *Non-Wetland Water 3: Vegetated Streambed* above). The streambed is generally dominated by ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

#### ***Non-Wetland Water 3B: Riparian Habitat***

Riparian habitat observed as directly associated with the delineated NWW-3B streambed includes mulefat scrub (Figure 5B).

#### ***Non-Wetland Water 3B1: Vegetated Streambed***

NWW-3B1 is a vegetated earthen-bottom drainage that occurs within the western portion of the review area and is a tributary to NWW-3B (Figure 5B). NWW-3B1 likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, based on a review of historic aerials and field observations, NWW-3B1 appeared to previously convey surface flows/runoff from the former farming operations within the review area. Specifically, NWW-3B1 is an approximately 409-linear foot feature ranging from approximately five feet to 30 feet wide from bank to bank that originates at the western extent of S-5 (see *Swales 1 – 5* below), then continues south/southwest as it gradually widens before converging with NWW-3B (see *Non-Wetland Water 3B: Vegetated Streambed* above). The streambed is generally dominated by ripgut brome (NL/UPL), false brome (NL/UPL), and shortpod mustard (NL/UPL).

### **6.4 RWQCB WETLAND WATERS OF THE STATE**

As outlined in Section 6.1, RBC collected data at three representative WDPs within the review area to determine the presence or absence of jurisdictional wetland waters of the State (Figure 5C; Appendix E). The delineated aquatic features on site did not meet the appropriate wetland parameters to qualify as wetland waters of the State based on the data collected during the field delineation.

### **6.5 RWQCB NON-WETLAND WATERS OF THE STATE**

Field staff identified the lateral limits of potential non-wetland waters of the State using the same methods for determining an OHWM per the Corps as described in Section 3.2.1. as they have generally been considered coincident; however, based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project (Santa Ana RWQCB 2022), the RWQCB has asserted jurisdiction beyond the limits of the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat). As such, RWQCB non-wetland boundaries are the same boundaries defined as CDFW-jurisdictional streambed and associated riparian habitat for the review area.

Figure 5C displays the estimated extent of RWQCB non-wetland waters within the review area; Table 8 provides additional details.

***Non-Wetland Water 1: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-1 are the same boundaries defined for NWW-1 described in Section 6.3 above (*Non-Wetland Water 1: Vegetated Streambed*).

***Non-Wetland Water 1A: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-1A are the same boundaries defined for NWW-1A described in Section 6.3 above (*Non-Wetland Water 1A: Vegetated Streambed*).

***Non-Wetland Water 2: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2 are the same boundaries defined for NWW-2 described in Section 6.3 above (*Non-Wetland Water 2: Vegetated Streambed*).

***Non-Wetland Water 2A: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2A are the same boundaries defined for NWW-2A described in Section 6.3 above (*Non-Wetland Water 2A: Vegetated Streambed*).

***Non-Wetland Water 2A: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-2A as described in Section 6.3 above (*Non-Wetland Water 2A: Riparian Habitat*).

***Non-Wetland Water 2B: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2B are the same boundaries defined for NWW-2B described in Section 6.3 above (*Non-Wetland Water 2B: Vegetated Streambed*).

***Non-Wetland Water 2C: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-2C are the same boundaries defined for NWW-2C described in Section 6.3 above (*Non-Wetland Water 2C: Vegetated Streambed*).

***Non-Wetland Water 3: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3 are the same boundaries defined for NWW-3 described in Section 6.3 above (*Non-Wetland Water 3: Vegetated Streambed*).

***Non-Wetland Water 3: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-3 as described in Section 6.3 above (*Non-Wetland Water 3: Riparian Habitat*).

***Non-Wetland Water 3A: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3A are the same boundaries defined for NWW-3A described in Section 6.3 above (*Non-Wetland Water 3A: Vegetated Streambed*).

***Non-Wetland Water 3A: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-3A as described in Section 6.3 above (*Non-Wetland Water 3A: Riparian Habitat*).

***Non-Wetland Water 3B: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3B are the same boundaries defined for NWW-3B described in Section 6.3 above (*Non-Wetland Water 3B: Vegetated Streambed*).

***Non-Wetland Water 3B: Riparian Habitat***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB has asserted jurisdiction over riparian habitat observed as directly associated with NWW-3B as described in Section 6.3 above (*Non-Wetland Water 3B: Riparian Habitat*).

***Non-Wetland Water 3B1: Non-Wetland Water***

Based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project, the RWQCB non-wetland boundaries of NWW-3B1 are the same boundaries defined for NWW-3B1 described in Section 6.3 above (*Non-Wetland Water 3B1: Vegetated Streambed*).

**6.6 OTHER FEATURES**

Field staff further investigated several areas with potential aquatic resource indicators, including basins, swales, erosional features, and an abandoned ditch as described below. Additionally, ODP 1 was taken within a lower topographic area between two gentle slopes (Figures 5A to 5C; Appendix E, ODP 1). This lower topographic area and other similar areas within the review area (See Appendix G, Photos 2, 3, 5, and 6) did not display an OHWM or exhibit bed and bank indicators, and did not appear to convey surface flows. As discussed in Section 4, the review area has been heavily manipulated and disturbed since at least 1938 based on review of historic aerials (Appendix D); many of the features discussed below are expected to be a result of the consistent manipulation of the review area.

Furthermore, the features discussed in this section are not discussed further in this ARDR as they are not anticipated to be jurisdictional under the Corps, RWQCB, or CDFW regulations, policy, and/or guidance based on the information provided in this section. An approved jurisdictional determination (AJD) can be provided under separate cover if required to confirm the features discussed below are not waters of the U.S.

***Swales 1 – 5***

Five swales (S-1 through S-5; Figures 5A to 5C) were observed during the field delineation that did not display an observable OHWM, bed and bank, or other evidence of conveying regular flows on



site. These disturbed swale features also did not appear to convey flows to downstream aquatic resources via observed flow patterns, culverts, or other flow paths. A summary of the observed swales are provided below.

S-1 is a slightly concave drainage area located in the southeastern corner of the review area that eventually converges with NWW-3A at its western extent. S-1 did not display an observable OHWM or bed and bank and instead appeared to convey surface flows from EF-4, which historically conveyed runoff from former agricultural fields in the neighboring properties east of the review area (Appendix D). ODP 6, taken in an area of non-native grassland, did not show evidence of a break in slope or a defined bed and bank between the swale and adjacent uplands. Additionally, ODP 6 did not contain a change in sediment texture, change in vegetation species or cover, or any other OHWM indicators between the swale and the adjacent upland area (Figures 5A to 5C; Appendix E, ODP 6). Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-2 is a slightly concave drainage area located in the southeastern portion of the review area, north of S-1, that converges with NWW-3A at its western extent. S-2 likely resulted from runoff from former agricultural fields in the northeast corner of the review area, based on a review of historic aerials (Appendix D). Furthermore, S-2 appeared to have previously conveyed surface flows/runoff from the former farming operations within the review area based on its location just south of the former locations of the poultry sheds and a review of historic aerials (Appendix D). The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-2. Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-3 is a slightly concave drainage area located in the southeastern portion of the review area, west of S-1 and S-2, that converges with NWW-3A at its southern extent. S-3 appeared to have previously conveyed surface flows/runoff downslope from the former farming operations, based on its location just south of the former locations of the poultry sheds and a review of historic aerials (Appendix D). The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-3. Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-4 is a slightly concave drainage area located in the central portion of the review area, east of NWW-3B, that converges with EF-6 at its western extent. S-4 appeared to have previously conveyed surface flows/runoff from the former farming operations, based on its location just south of the former locations of the poultry sheds and a review of historic aerials (Appendix D). The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-4. Thus, this swale was determined to not have an OHWM or defined bed and bank.

S-5 is a concave drainage area located in the central portion of the review area, just west of Ditch (D-) 1 (see *Ditch 1* below), that converges with NWW-3B1 at its western extent. S-5 appeared to have previously conveyed surface flows/runoff from an abandoned ditch (D-1) associated with the former agricultural operations. The conditions and vegetation observed at S-1 were similar to and representative of the conditions and vegetation observed at S-5. Thus, this swale was determined to not have an OHWM or defined bed and bank.

### ***Basins 1 – 5***

Five basins (B-1 through B-5; Figures 5A to 5C) that occur within the western portion of the review area did not display an observable OHWM or bed and bank and instead displayed cracked soils and some concavity within the otherwise flat landscape indicative of a basin. As discussed previously in Section 4, the former poultry farm developed B-1 through B-5 for use as settling basins to hold manure from chicken, pigs, and cows. Four additional areas were investigated as potential basins, based on the appearance of ponding water and/or possible concavity during a review of recent and historic aerials (Appendix D). These areas (see Appendix G, Photos 16, 37, 44, 45, and 46) were determined to not qualify as basins, based on a lack of cracked soils and concavity.

Wetland delineation data was collected within B-4 within a small stand of mulefat (FAC) to confirm the presence or absence of wetland parameters. WDP 1 met the wetland hydrology parameter based on the presence of surface soil cracks; however, WDP 1 did not meet the hydrophytic vegetation or hydric soil parameters (Figures 5A to 5C; Appendix E, WDP 1). WDP 1 was representative of the wetland conditions for B-1, B-2, B-3, and B-5.

### ***Erosional Features 1 – 8***

Eight erosional features (EF-1 through EF-8; Figures 5A to 5C) were observed during the field delineation that did not display an observable OHWM or defined bed and bank, and were severely incised. A summary of the observed erosional features are provided below.

EF-1 is an incised erosional feature located in the northwestern corner of the review area. EF-1 abruptly starts and stops within the otherwise flat landscape. EF-1 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank.

EF-2 and EF-3 are deeply incised gullies/erosional features located south of EF-1, in the northwestern portion of the review area. Similar to EF-1, EF-2 and EF-3 also abruptly start and stop within the review area. ODP 2, taken in an area of non-native grassland within EF-2, exhibited a slight break in bank slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators (Figures 5A to 5C; Appendix E, ODP 2). The conditions and vegetation observed at EF-2 were similar to and representative of the conditions and vegetation observed at EF-3. Thus, these erosional features were determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within the gullies and the abrupt stop to the features, EF-2 and EF-3 appear to no longer receive flows and do not convey flows downstream.

EF-4 is a gully/erosional feature located in the southeastern corner of the review area. EF-4 appears to initiate just to the east of the review area and appeared to previously convey runoff from former agricultural fields in the neighboring properties east of the review area (Appendix D). EF-4 continues for a short distance before dissipating and becoming swale-like (see *Swales 1 – 5* above). EF-4 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-4 and the quick transition into S-1, EF-

4 appears to no longer receive flows or receive flows very infrequently, and does not convey flows downstream.

EF-5 is a slightly incised erosional feature located in the southeastern portion of the review area. EF-5 appears to have conveyed runoff downslope from the previous poultry farm operations, due to its location just south of the former locations of the poultry sheds. EF-5 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-5, EF-5 appears to no longer receive flows.

EF-6 is a sharply incised gully/erosional feature located in the central portion of the review area, just west of S-4 (see *Swales 1 – 5* above). EF-6 appears to have conveyed runoff from the previous poultry farm operations, due to its location just south of the former locations of the poultry sheds and the presence of a black pipe where EF-6 initiates, that is assumed to have outletted discharge from the former farming operations. EF-6 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, this erosional feature was determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-6, EF-6 appears to no longer receive flows and does not convey flows downstream into NWW-3B.

EF-7 is a gully/erosional feature located in the central portion of the review area, just south of EF-6, that connects to EF-8. Similar to EF-6, EF-7 appears to have conveyed runoff from the previous poultry farm operations, due to its location just south of the former locations of the poultry sheds and the presence of a black pipe where EF-7 initiates, that is assumed to have outletted discharge from the former farming operations. It appeared that EF-7 previously discharged into EF-8, which was a slightly less incised erosional feature. EF-7 and EF-8 exhibited a slight break in slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Thus, these erosional features were determined to not have an OHWM or defined bed and bank. Additionally, based on the established vegetation within EF-7 and EF-8, these erosional features appear to no longer receive flows and do not convey flows downstream into NWW-3B.

#### ***Ditch 1***

D-1 (Figures 5A to 5C) is an earthen-bottom ditch that is located in the center of the review area, within the former locations of the poultry sheds. D-1, which is located within an area of non-native grassland, appears to have initiated as runoff from underneath a concrete slab associated with the poultry sheds, then continues west before traveling through a culverted pipe and becoming more incised at several points before abruptly terminating (see Appendix G, Photo 40). Based on the established vegetation and a review of historic aerials (Appendix D), D-1 is an abandoned ditch that was created between May 2002 and June 2003 to convey runoff away from the poultry sheds. D-1 displayed a break in bank slope but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other other OHWM indicators. Vegetation within the ditch was well established and contained some refuse from the former agricultural operations, indicating that this ditch likely no longer receives flows and does not convey flows downstream into NWW-3B1.

## 7 DEVIATION FROM NWI AND NHD

The delineated extent of NWW-3 generally occurs within the area mapped by the USFWS NWI as “Riverine” and the area mapped by the NRCS NHD as an ephemeral “Stream/River” in the southern portion of the review area. However, although the NWI designates this aquatic resource as intermittent (R4), based on field observations in April and June 2021, NWW-3 is expected to convey ephemeral flows (i.e., only in direct response to precipitation). The delineated extent of NWW-2 generally occurs within the area mapped by the NRCS NHD as an ephemeral “Stream/River” in the western portion of the review area. The delineated extent of B-1, B-2, B-3, B-4, and B-5 generally occur within five of the areas mapped by the NRCS NHD as “Reservoir”; two additional areas mapped by the NRCS NHD as “Reservoir” were inspected but were determined to not qualify as reservoirs based on a lack of cracked soils and concavity (see *Basins 1 – 5* above). USGS NHD and USFWS NWI do not map any additional aquatic resources within the review area.

## 8 RESULTS AND CONCLUSIONS

The results provided in this section include the extent of delineated aquatic resources within the review area based on observed field indicators of potential waters of the U.S., waters of the State, and CDFW streambed and associated wetland and/or riparian habitat per the methodologies discussed in Section 3.

This section, however, does not analyze the Corps’ jurisdictional status of the delineated features per the current regulations, guidance, and standard operating procedures. A jurisdictional analysis for an AJD, along with the applicable JD request forms, will be provided under separate cover to the Corps.

### 8.1 CORPS

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 displayed clear indicators of an OHWM, such as a break in bank slope, change in average sediment texture, and change in vegetation species and cover between the drainage and adjacent uplands (Figure 5A). However, these features did not meet the three wetland parameters.

As such, NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 may be considered non-wetland waters of the U.S. given the presence of an OHWM. Approximately 0.83 acre (7,483 linear feet) of potential non-wetland waters of the U.S. associated with NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 occur within the review area, as further detailed in Table 6 and as shown on Figure 5A. The ORM Bulk Upload Aquatic Resources or Consolidated Excel spreadsheet is included as Appendix I.

Table 6. Aquatic Resource Summary: Corps

Aquatic Resource Name	Cowardin Code	Active Channel Width Range (Feet)	Observed OHWM Indicators <sup>1</sup>	Observed Wetland Parameters <sup>2</sup>	Presence of OHWM/ Wetland	Dominant Vegetation <sup>3</sup>	Location (lat, long)	Acre(s)	Linear Feet
NWW-1	R6	4 – 6	CVC, BBS; see NWW-1A <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965908, -117.025153	0.02	175
NWW-1A	R6	6 – 6	CVC, BBS	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.966006, -117.025084	0.02	156
NWW-2	R6	3 – 4	CVC, BBS	None	Yes/No	Non-native Grassland; See WDP 2	33.964929, -117.023925	0.09	1,018
NWW-2A	R6	1 – 2	CVC, BBS; see NWW-2 <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.964977, -117.022656	<0.01	168
NWW-2B	R6	3 – 3	CVC, BBS; see NWW-2 <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965185, -117.022994	0.01	175
NWW-2C	R6	3 – 3	CVC, BBS; see NWW-2 <sup>4</sup>	None; see NWW-2 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964845, -117.023224	0.01	109
NWW-3	R6	4 – 8	CAST, CVS, CVC, BBS	HV	Yes/No	Mulefat Scrub; See WDP 3	33.962391, -117.021747	0.39	2,710
NWW-3A	R6	3 – 6	CAST, CVS, BBS	HV; see NWW-3 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.962760, -117.018132	0.15	1,290
NWW-3B	R6	4 – 4	CAST, CVS, BBS; see NWW-3A <sup>4</sup>	HV; see NWW-3 <sup>5</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.963540, -117.022834	0.12	1,273
NWW-3B1	R6	1 – 4	CAST, CVS, BBS; see NWW-3A <sup>4</sup>	HV; see NWW-3 <sup>5</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964055, -117.021934	0.03	409
Total <sup>6</sup>								0.83	7,483

<sup>1</sup> OHWM Indicators: CAST = Change in average sediment texture; CVS = Change in vegetation species; CVC = Change in vegetation cover; BBS = Break in bank slope

<sup>2</sup> Wetland Indicators: HV = Hydrophytic vegetation

<sup>3</sup> See Figure 6 for all vegetation communities present within each aquatic resource.

<sup>4</sup> Based on a representative ODP taken within an aquatic resource with similar conditions.

<sup>5</sup> Based on a representative WDP taken within an aquatic resource with similar conditions.

<sup>6</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

## 8.2 CDFW

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 qualify as CDFW streambed with associated riparian habitat.

Approximately 8.00 acres (7,483 linear feet) of vegetated streambed and 1.01 acres of associated riparian habitat occur within the review area, as further detailed in Table 7 and as shown on Figure 5B.

Table 7. Aquatic Resource Summary: CDFW

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range <sup>1</sup> (Feet)	Location (lat, long)	Acre(s)	Linear Feet <sup>2</sup>
NWW-1	Vegetated Streambed	Non-native Grassland	9 – 21	33.965912, -117.025153	0.06	175
		Torrey's Scrub Oak		33.965905, -117.025193	0.01	
NWW-1A	Vegetated Streambed	Non-native Grassland	8 – 30	33.966014, -117.025085	0.07	156
NWW-2	Vegetated Streambed	Non-native Grassland	15 – 60	33.964951, -117.023674	0.71	1,018
		Torrey's Scrub Oak		33.964834, -117.024985	0.12	
NWW-2A	Vegetated Streambed	Non-native Grassland	1 – 2	33.965173, -117.023011	<0.01	168
		Mulefat Scrub		33.964970, -117.022752	<0.01	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.964966, -117.022542	0.03	—
NWW-2B	Vegetated Streambed	Non-native Grassland	9 – 49	33.964825, -117.023223	0.08	175
NWW-2C	Vegetated Streambed	Non-native Grassland	20 – 47	33.962269, -117.020283	0.07	109
NWW-3	Vegetated Streambed	Non-native Grassland	12 – 140	33.962377, -117.022101	2.37	2,710
		Mulefat Scrub		33.962547, -117.021943	1.05	
		Eucalyptus Woodland		33.963045, -117.023804	0.07	
		Non-native Riparian		33.961260, -117.018464	1.02	
		Blue Elderberry		33.963695, -117.025272	0.11	
		Riversidean Sage Scrub		33.962362, -117.019172	0.03	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.962322, -117.022037	0.03	—
		Non-native Riparian		33.962170, -117.020330	0.69	

Aquatic Resource Name	Aquatic Resource Type	Vegetation Community	Width Range <sup>1</sup> (Feet)	Location (lat, long)	Acre(s)	Linear Feet <sup>2</sup>
		Blue Elderberry		33.961528, -117.018718	0.04	
NWW-3A	Vegetated Streambed	Non-native Grassland	6 – 65	33.963610, -117.020925	0.87	1,290
		Blue Elderberry		33.962783, -117.018163	0.14	
	Riparian Habitat <sup>3</sup>	Blue Elderberry	N/A	33.962425, -117.019001	0.01	—
NWW-3B	Vegetated Streambed	Non-native Grassland	20 – 70	33.963566, -117.022903	0.36	1,273
		Mulefat Scrub		33.963562, -117.023254	0.61	
		Riversidean Sage Scrub		33.963522, -117.022922	0.07	
	Riparian Habitat <sup>3</sup>	Mulefat Scrub	N/A	33.963617, -117.022422	0.21	—
NWW-3B1	Vegetated Streambed	Non-native Grassland	5 – 30	33.964098, -117.021923	0.18	409
Total <sup>4</sup>					9.01	7,483

<sup>1</sup> Corresponds with the approximate stream bank widths observed during delineation. Width range accounts for entirety of streambed delineated, not individual vegetation communities.

<sup>2</sup> Linear feet not calculated for individual aquatic resource type and vegetation community (including riparian habitat that occurs outside of delineated streambed) to avoid redundant linear foot calculation where such areas overlap.

<sup>3</sup> Occurs outside of delineated streambed.

<sup>4</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

### 8.3 RWQCB

NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 displayed clear indicators of an OHWM, such as a break in bank slope, change in average sediment texture, and change in vegetation species and cover between the drainage and adjacent uplands (Appendix E). However, based on comments the Santa Ana RWQCB provided on the Draft EIR for the proposed project (Santa Ana RWQCB 2022), the RWQCB has asserted jurisdiction beyond the limits of the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat). As such, NWW-1, NWW-1A, NWW-2, NWW-2A, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1, to the top of the channel banks and including associated riparian habitat, may be considered waters of the State (Figure 5C). These features did not meet the three wetland parameters.

Approximately 8.00 acres (7,483 linear feet) of potential non-wetland waters of the State and 1.01 acres of associated riparian habitat occur within the review area, as further detailed in Table 8 and as shown on Figure 5C.

Table 8. Aquatic Resource Summary: RWQCB

Aquatic Resource Name	Aquatic Resource Type <sup>1</sup>	Cowardin Code	Active Channel Width Range (Feet) <sup>2</sup>	Observed Wetland Parameters <sup>3</sup>	Presence of OHWM/ Wetland	Dominant Vegetation <sup>4</sup>	Location (lat, long)	Acre(s)	Linear Feet <sup>5</sup>
NWW-1	Non-Wetland Water	R6	9 – 21	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965911, -117.025160	0.07	175
NWW-1A	Non-Wetland Water	R6	8 – 30	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.966014, -117.025085	0.07	156
NWW-2	Non-Wetland Water	R6	15 – 60	None	Yes/No	Non-native Grassland; See WDP 2	33.964934, -117.023860	0.82	1,018
NWW-2A	Non-Wetland Water	R6	1 – 2	None; see NWW-2 <sup>6</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.964970, -117.022603	<0.01	168
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Mulefat Scrub	33.964966, -117.022542	0.03	—
NWW-2B	Non-Wetland Water	R6	9 – 49	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.965173, -117.023011	0.08	175
NWW-2C	Non-Wetland Water	R6	20 – 47	None; see NWW-2 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964825, -117.023223	0.07	109
NWW-3	Non-Wetland Water	R6	12 – 140	HV	Yes/No	Non-native Grassland; See WDP 3	33.962631, -117.022409	4.66	2,710
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Non-native Riparian	33.962302, -117.021813 <sup>8</sup>	0.76	—
NWW-3A	Non-Wetland Water	R6	6 – 65	HV; see NWW-3 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.962732, -117.018281	1.01	1,290
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Blue Elderberry	33.962362, -117.019172	0.01	—
NWW-3B	Non-Wetland Water	R6	20 – 70	HV; see NWW-3 <sup>6</sup>	Yes/No	Mulefat Scrub; See WDP 3	33.963595, -117.022740	1.04	1,273
	Riparian Habitat <sup>7</sup>	RP	N/A	None	No/No	Mulefat Scrub	33.963610, -117.020925	0.21	—
NWW-3B1	Non-Wetland Water	R6	5 – 30	HV; see NWW-3 <sup>6</sup>	Yes/No	Non-native Grassland; See WDP 2	33.964098, -117.021923	0.18	409
Total <sup>9</sup>								9.01	7,483

<sup>1</sup> Based on comments provided by the Santa Ana RWQCB, the RWQCB has asserted jurisdiction beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and including associated riparian habitat).

<sup>2</sup> Based on comments provided by the Santa Ana RWQCB, the widths of RWQCB-jurisdictional non-wetland waters correspond with the approximate CDFW stream bank widths observed during delineation (i.e., to the top of the channel banks).

<sup>3</sup> Wetland Indicators: HV = Hydrophytic vegetation

<sup>4</sup> See Figure 6 for all vegetation communities present within each aquatic resource.

<sup>5</sup> Linear feet not calculated for riparian habitat that occurs outside of non-wetland waters to avoid redundant linear foot calculation where such areas overlap.

<sup>6</sup> Based on a representative WDP taken within an aquatic resource with similar conditions.



<sup>7</sup> Based on comments provided by the Santa Ana RWQCB, RWQCB jurisdiction extends beyond the OHWM to include those areas considered jurisdictional by CDFW (i.e., to the top of the channel banks and associated riparian habitat). This riparian habitat occurs outside of the delineated non-wetland water (i.e., the top of channel banks).

<sup>8</sup> Representative coordinates of riparian habitat associated with NWW-3. See Figure 5C for all riparian habitat associated with NWW-3.

<sup>9</sup> Acreages and linear feet totals were summed using raw numbers provided during GIS analysis (available upon request) and thus the sum of the total rounded numbers may not directly add up in this table.

## 8.4 DISCLAIMER STATEMENT

The aquatic resources acreages and linear feet estimated in this section represent the existing conditions during the time of the field surveys. Please note that the applicable agencies will make final jurisdictional determinations. RBC recommends early coordination with the resource agencies to determine the final jurisdictional boundaries, applicable permitting processes, compensatory mitigation requirements, and other potential permitting issues specific to the proposed work within the review area. Agency representatives may request to access the site to field-verify the results of this ARDR with the applicant, or a designated representative.

The information provided in this report should remain valid for up to five years from the date of the field effort for the jurisdictional delineation unless site conditions change substantially, or a regulatory agency requires an updated report.

## 9 CONTACT INFORMATION

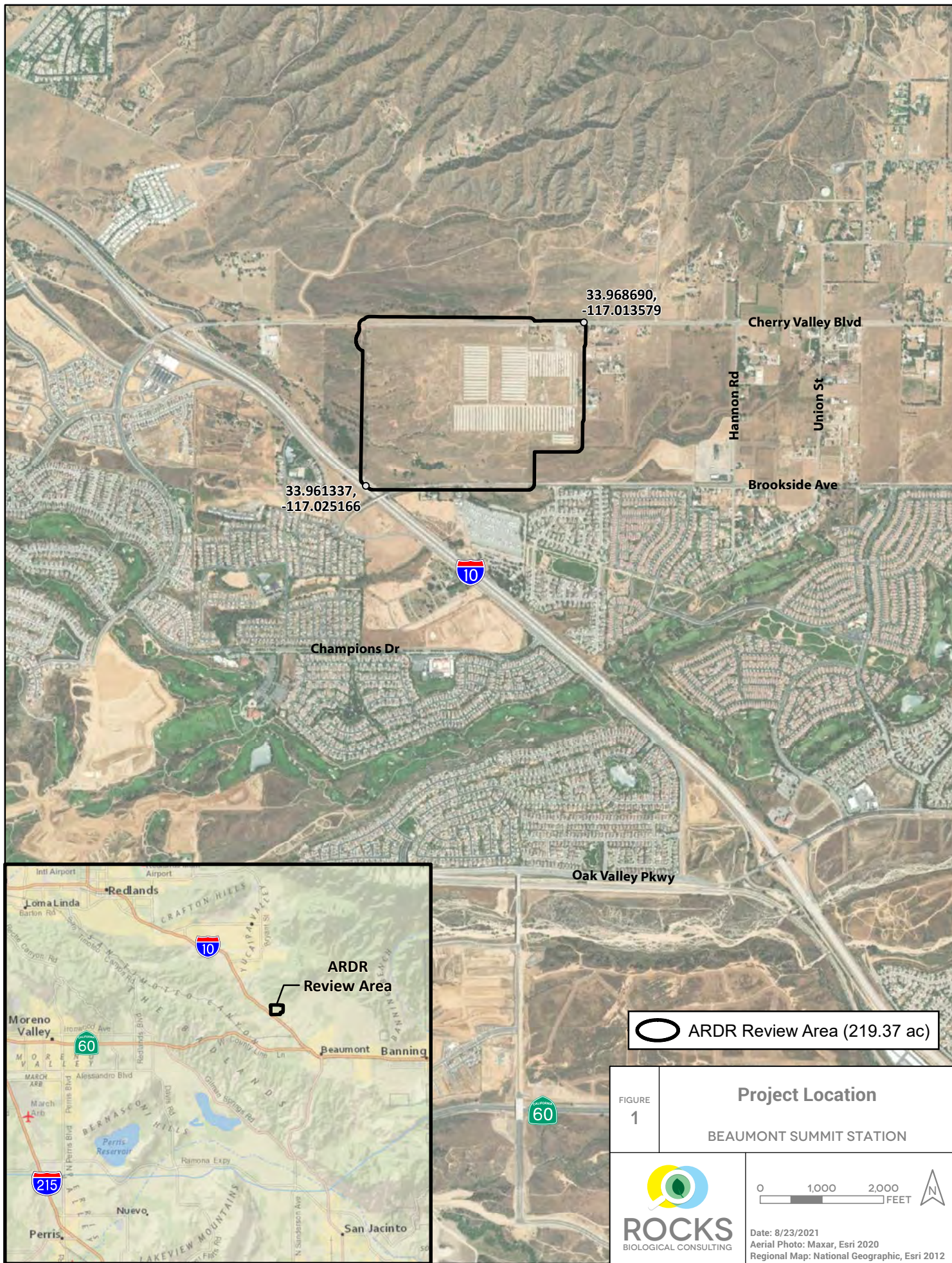
### *Applicant/Land Owner:*

Andrew Greybar  
Exeter Cherry Valley Land, LLC  
5060 North 40<sup>th</sup> Street, Suite 108  
Phoenix, AZ 85018  
andrew.greybar@eqtexeter.com  
708-341-9821

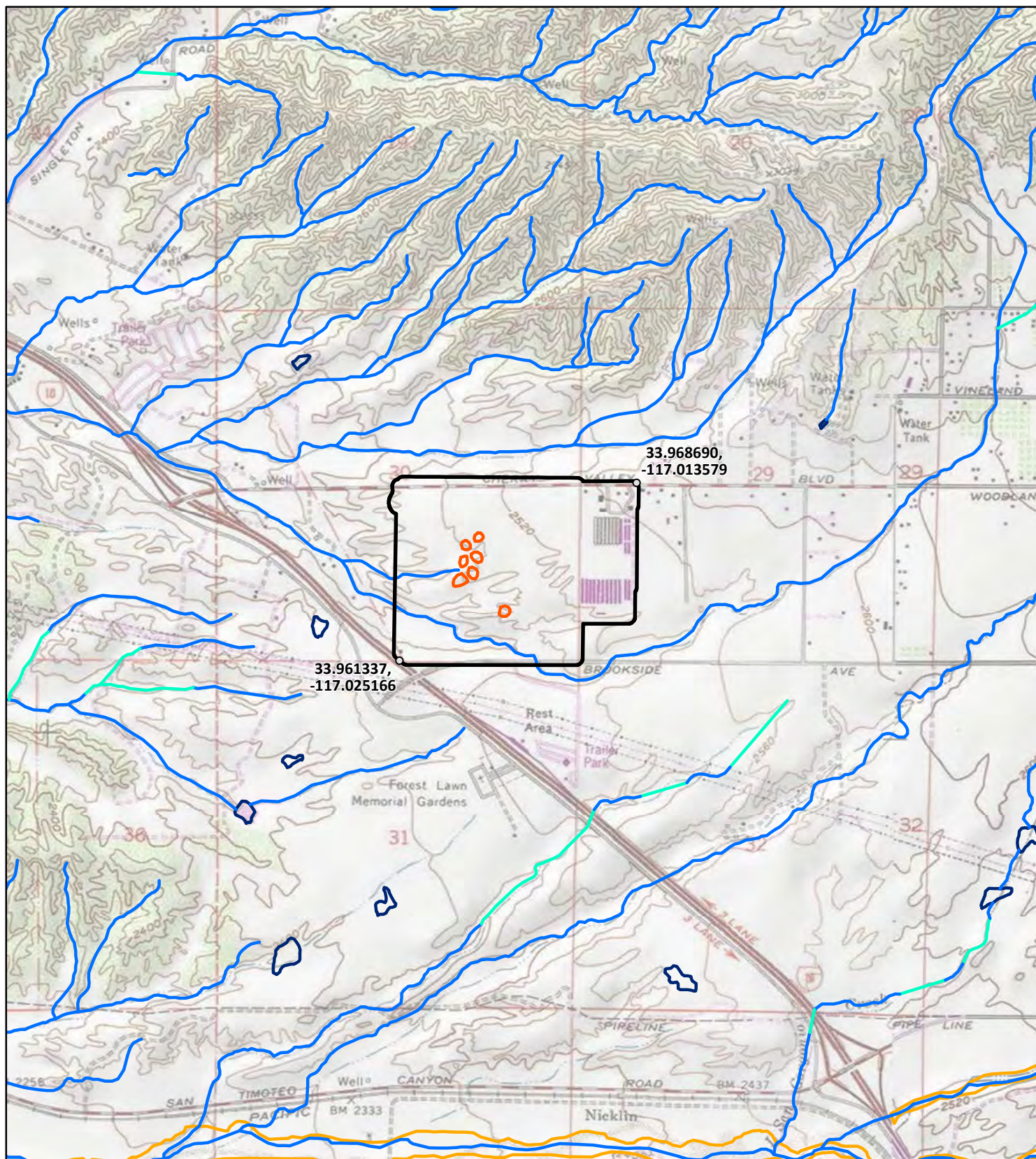
### *Agent:*

Shanti Santulli  
Rocks Biological Consulting  
4312 Rialto Street  
San Diego, CA 92107  
shanti@rocksbio.com  
619-674-8067

Agency access to the review area can be coordinated with the applicant and/or agent upon request.













-  ARDR Review Area
- National Hydrography Dataset (NHD)**
-  Stream/River
-  Connector
-  Wash
-  Reservoir
-  Lake/Pond

FIGURE  
2

**USGS Topo and NHD**

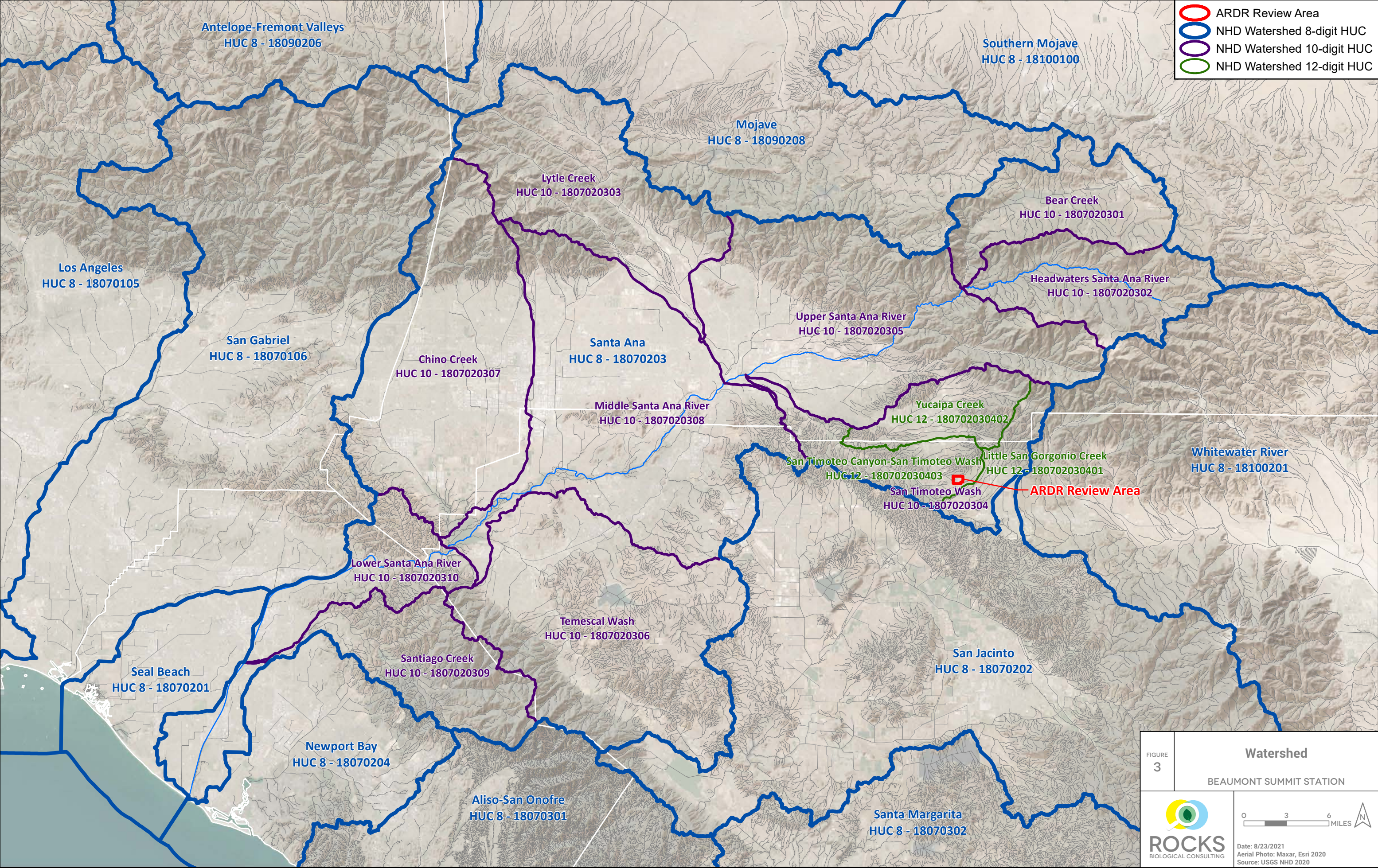
BEAUMONT SUMMIT STATION



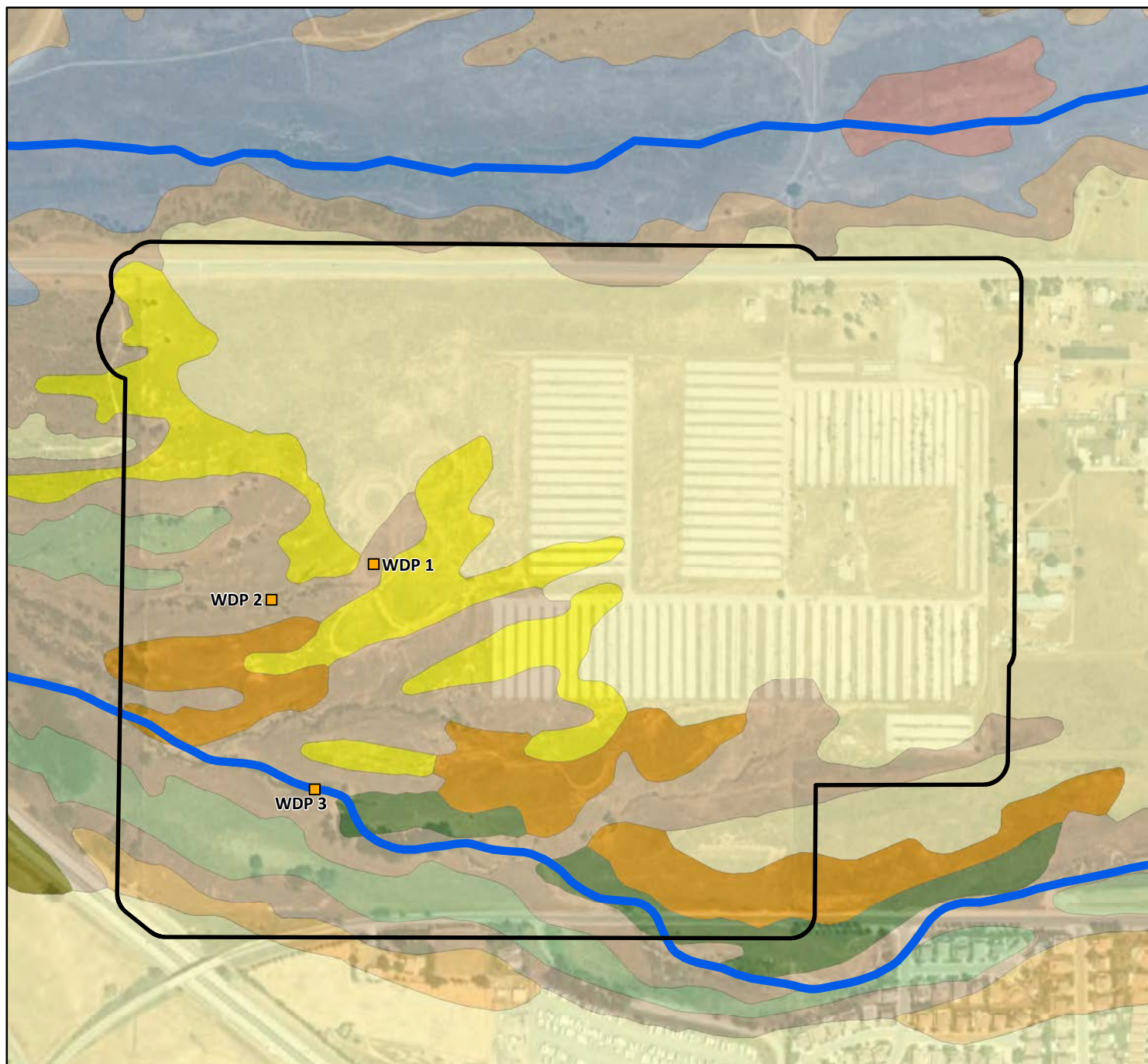
0 1,000 2,000 FEET

Date: 8/23/2021  
Source: USGS NHD 2020  
USGS 7.5' Quadrangles (El Casco);  
T2S, R1W, S29-31, San Jacinto/  
San Geronio Land Grant







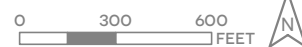


- ARDR Review Area
- Wetland Data Form Point (WDP)
- National Wetlands Inventory (NWI)**
- Riverine
- Soils**
- Gorgonio loamy sand, deep, 2 to 8 percent slopes
  - Greenfield sandy loam, 2 to 8 percent slopes, eroded
  - Greenfield sandy loam, 8 to 15 percent slopes, eroded
  - Hanford coarse sandy loam, 2 to 8 percent slopes
  - Ramona sandy loam, 2 to 5 percent slopes, eroded
  - Ramona sandy loam, 5 to 8 percent slopes, eroded
  - Ramona sandy loam, 5 to 8 percent slopes, severely eroded
  - Ramona sandy loam, 8 to 15 percent slopes, severely eroded
  - Ramona sandy loam, 15 to 25 percent slopes, severely eroded
  - Terrace escarpments

FIGURE  
4

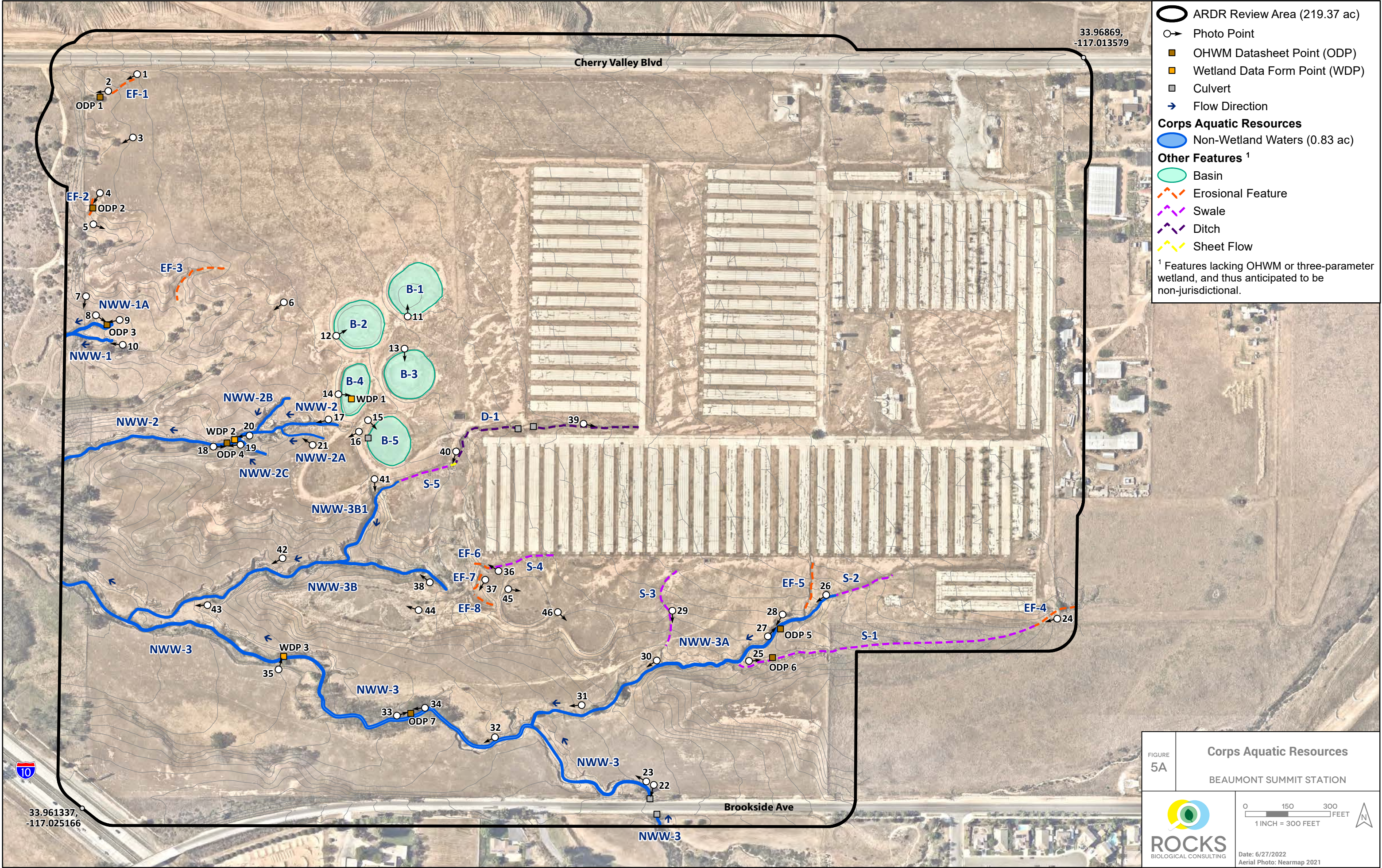
## NRCS Soils Survey Data and NWI

BEAUMONT SUMMIT STATION



Date: 8/23/2021  
Aerial Photo: Maxar, Esri 2020  
Source: USFWS NWI 2019; USDA NRCS 2018





ARDR Review Area (219.37 ac)

Photo Point

OHWM Datasheet Point (ODP)

Wetland Data Form Point (WDP)

Culvert

Flow Direction

**Corps Aquatic Resources**

Non-Wetland Waters (0.83 ac)

**Other Features <sup>1</sup>**

Basin

Erosional Feature

Swale

Ditch

Sheet Flow

<sup>1</sup> Features lacking OHWM or three-parameter wetland, and thus anticipated to be non-jurisdictional.

FIGURE 5A

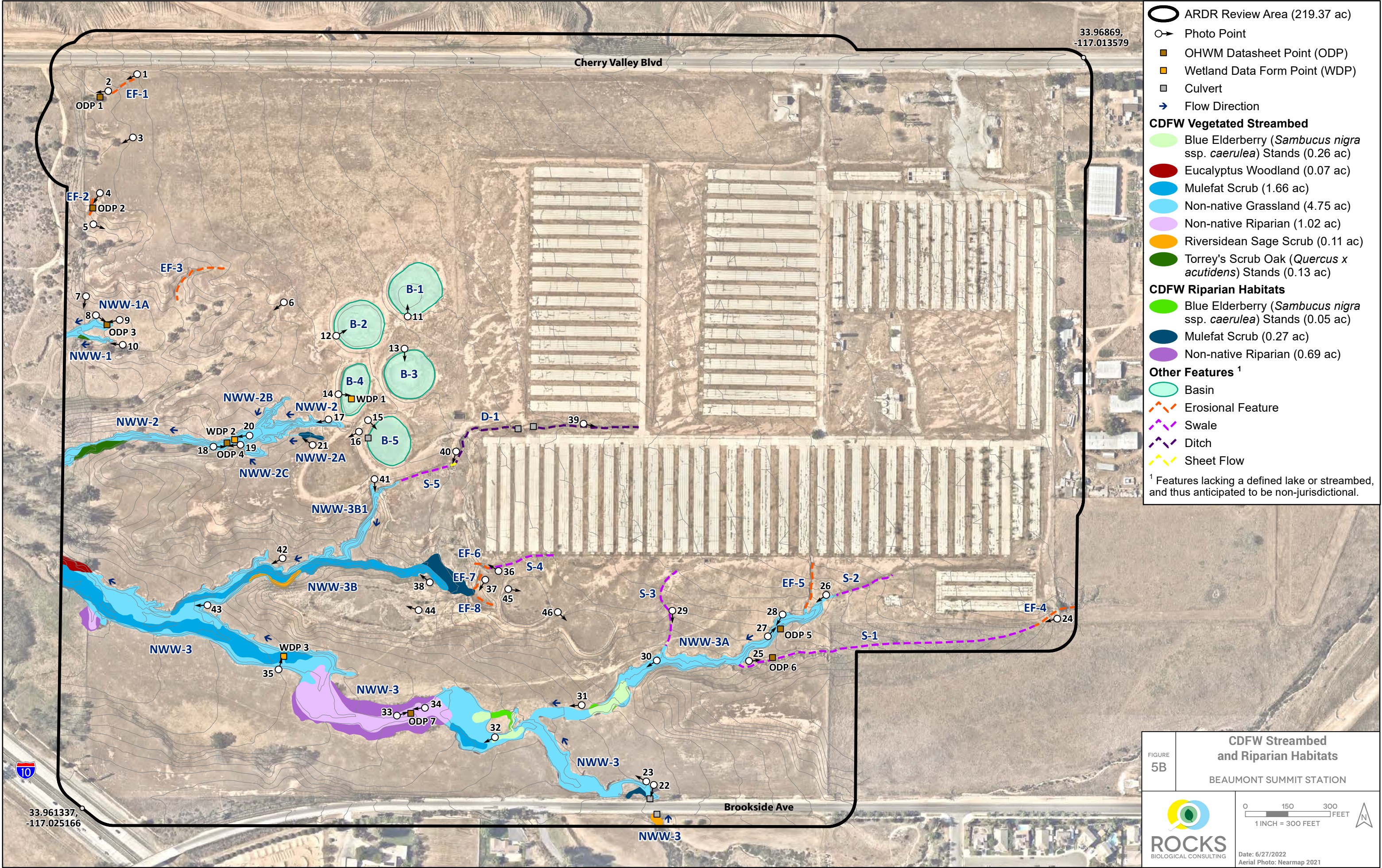
**Corps Aquatic Resources**  
BEAUMONT SUMMIT STATION

**ROCKS**  
BIOLOGICAL CONSULTING

0150300  
FEET  
1 INCH = 300 FEET

Date: 6/27/2022  
Aerial Photo: Nearmap 2021







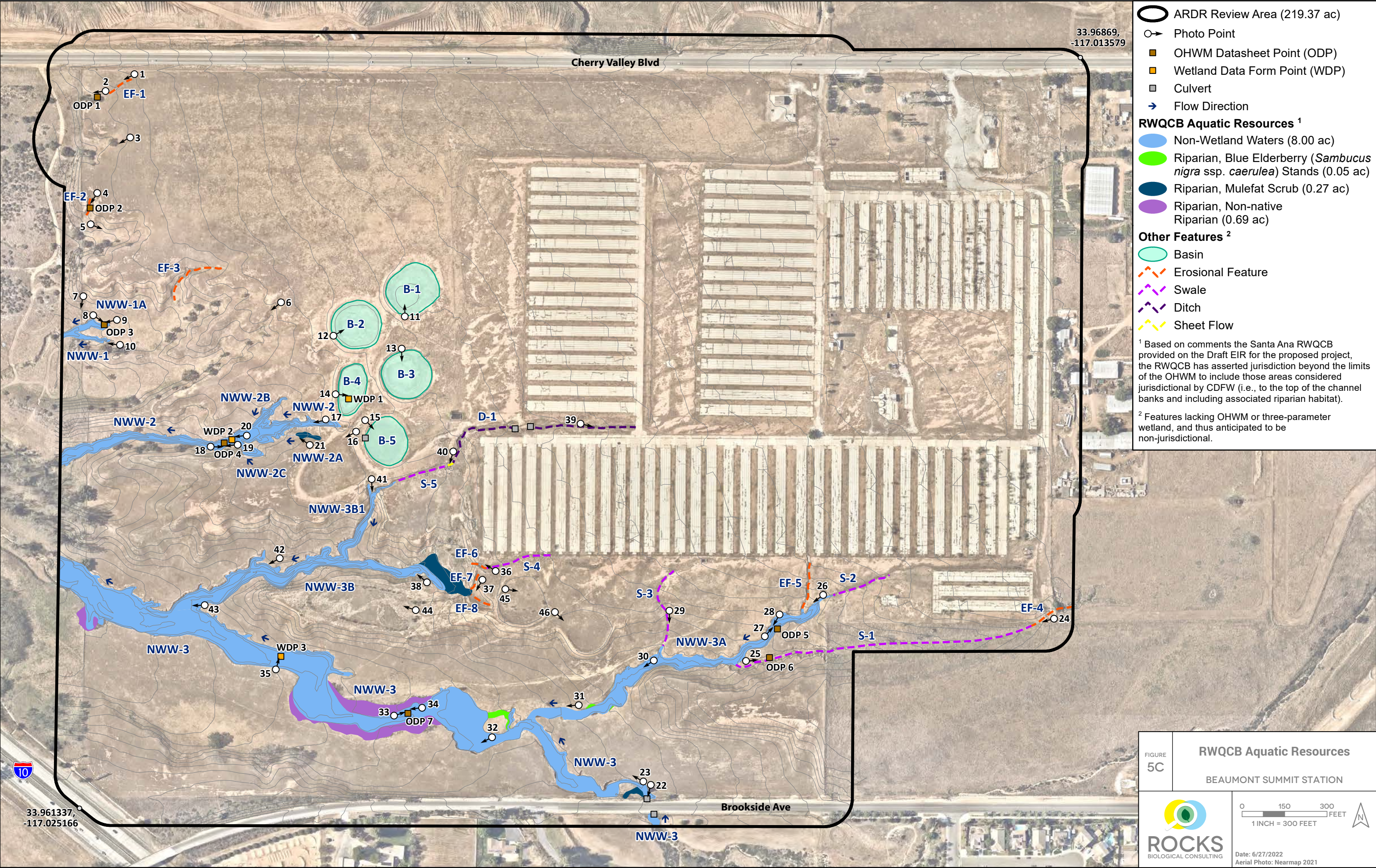
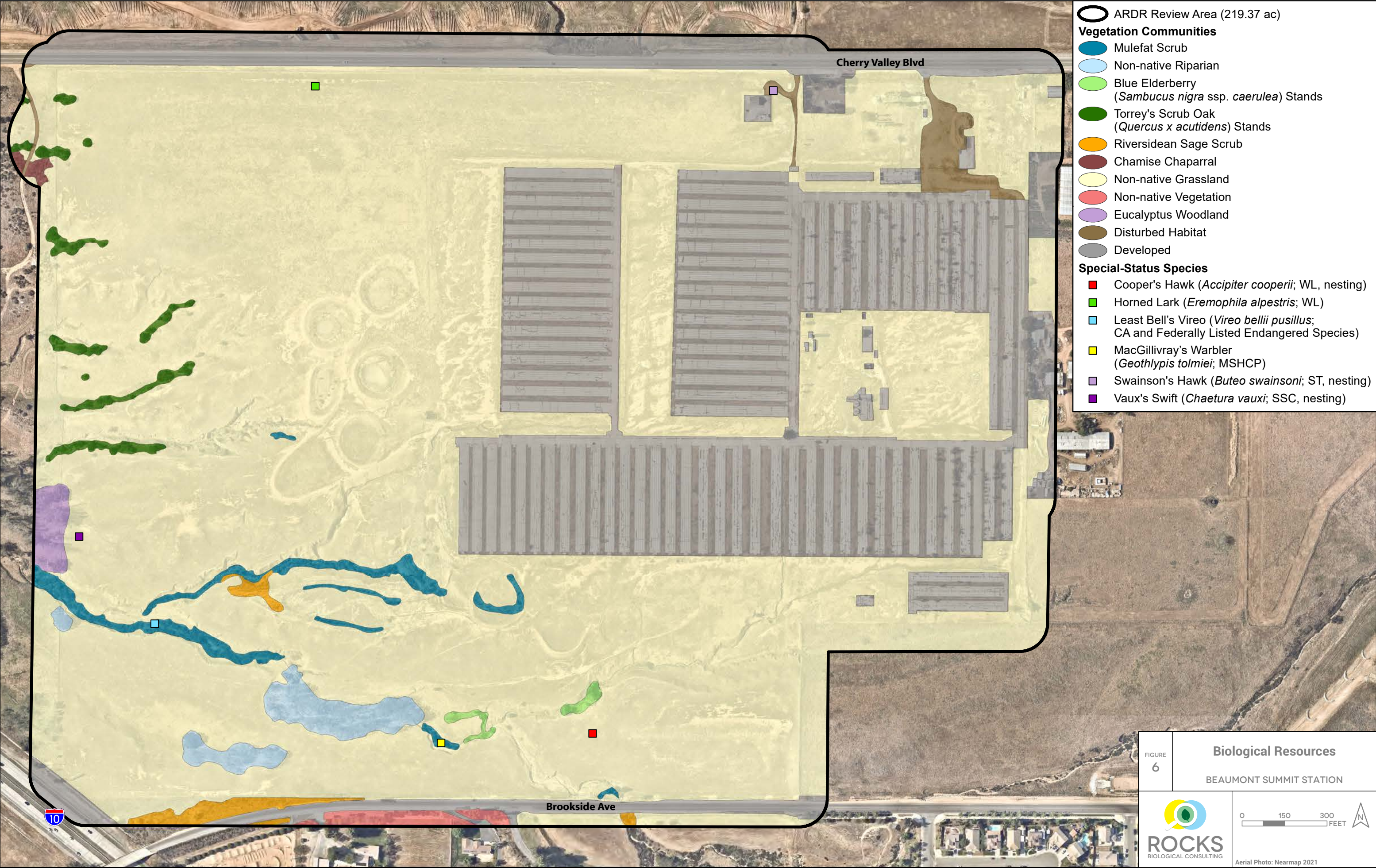


FIGURE 5C  
**RWQCB Aquatic Resources**  
BEAUMONT SUMMIT STATION







## **APPENDIX A**

### **CHECKLIST: MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS**

**APPENDIX A. CHECKLIST: MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS, LOS ANGELES DISTRICT REGULATORY DIVISION, USACE, MARCH 16, 2017**

REPORT SECTION/ PAGE NUMBER	MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS	ADDITIONAL NOTES
Section 1; Appendix B	1. JD REQUEST AND FORMS: <input checked="" type="checkbox"/> A cover letter indicating whether you are requesting a jurisdictional determination (JD)*. <input checked="" type="checkbox"/> If you are requesting a JD, you must complete, sign, and return the Request for Corps Jurisdictional Determination (JD) sheet. <input checked="" type="checkbox"/> For preliminary jurisdictional determinations the Preliminary Jurisdictional Determination Form must be signed and submitted.	
Section 9	2. CONTACT INFORMATION: Contact information for the <input checked="" type="checkbox"/> applicant(s), <input checked="" type="checkbox"/> property owner(s), and <input checked="" type="checkbox"/> agent(s).	
N/A	3. SITE ACCESS: If the property owner or their representatives will not accompany the Corps to the site, a signed statement from the property owner(s) allowing Corps personnel to enter the property and to collect samples during normal business hours. If the property lacks direct access by public roads (in other words, access requires passage through private property not owned by the applicant), the owner or proponent must obtain permission from the adjacent property owner(s) to provide access for Corps personnel.	Property owner and/or representatives will accompany the Corps for a site visit upon request.
Section 2.1	4. LOCATION: <input checked="" type="checkbox"/> Directions to the survey area, <input type="checkbox"/> an address (if available) and <input checked="" type="checkbox"/> one or more set of geographic coordinates expressed in decimal degrees.	
Section 3.2.1	5. DELINEATION MANUAL CONFIRMATION: <input checked="" type="checkbox"/> A statement confirming the delineation has been conducted in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual and applicable regional supplement(s). <input checked="" type="checkbox"/> The regional supplement(s) used must be identified. <input checked="" type="checkbox"/> For OHWM delineations, a statement must be included confirming the use of the OHWM field guide or that it is not applicable.	
Section 6	6. AQUATIC RESOURCE(S) DESCRIPTION: <input checked="" type="checkbox"/> A narrative describing all aquatic resources on-site and an explanation of the mapped boundaries and any complex transition zones. <input checked="" type="checkbox"/> If the site contains resources that only meet one or two of the three wetland criteria or do not exhibit a clear OHWM, describe the rationale for their inclusion or exclusion from the delineation. <input checked="" type="checkbox"/> Also explain if any erosional features, upland swales, ditches and other potential aquatic features were considered but not included in the delineation.	
Figures 1 and 5A; Section 6; Table 6	7. AQUATIC RESOURCE MAPPING AND ACREAGE: <input checked="" type="checkbox"/> Map of the outside survey boundary, <input checked="" type="checkbox"/> total extent of aquatic and proposed non-aquatic features, <input checked="" type="checkbox"/> type of feature(s) (waters of the United States or wetland), and include <input checked="" type="checkbox"/> the total acreage for each polygon.	
Section 3.2; Table 1	8. FIELD WORK DATES: <input checked="" type="checkbox"/> Date(s) field work was completed.	
Table 6	9. AQUATIC RESOURCE TABLE: A table listing all aquatic resources. The table must include <input checked="" type="checkbox"/> the name of each aquatic resource (actual or arbitrary), <input checked="" type="checkbox"/> its Cowardin type, <input checked="" type="checkbox"/> acreage, <input checked="" type="checkbox"/> summary of OHWM/wetland presence, <input checked="" type="checkbox"/> dominant vegetation for each, and <input checked="" type="checkbox"/> location (latitude/longitude in decimal degrees). <input checked="" type="checkbox"/> For linear features, the table must show both acreage and linear feet as well as channel measurements (active channel width).	
Section 4; Tables 1, 4, and 5; Appendices F and G	10. FIELD CONDITIONS: A description of existing field conditions, including <input checked="" type="checkbox"/> current land use, <input checked="" type="checkbox"/> normal conditions, <input checked="" type="checkbox"/> flood/drought conditions, <input type="checkbox"/> irrigation practices, <input checked="" type="checkbox"/> past or recent manipulation to the site, and <input type="checkbox"/> characteristics considered atypical (for criteria see OHWM and wetland supplement guides). <input checked="" type="checkbox"/> Include WETS tables or pre-site visit precipitation data as appropriate: <a href="https://www.wcc.nrcs.usda.gov/climate/wets_doc.html">https://www.wcc.nrcs.usda.gov/climate/wets_doc.html</a> .*	N/A for unchecked; APT data provided in

		lieu of WETS tables
Section 4.2	11. HYDROLOGY: <input checked="" type="checkbox"/> A discussion of the hydrology at the site, including <input checked="" type="checkbox"/> all known surface or subsurface sources, <input checked="" type="checkbox"/> drainage gradients, <input checked="" type="checkbox"/> downstream connections to the nearest traditional navigable waterway or interstate water, and <input checked="" type="checkbox"/> any influence from manmade water sources such as irrigation.	
N/A	12. REMOTE SENSING: <input type="checkbox"/> If remote sensing was used in the delineation, provide an explanation of how it was used and include the name, date and source of the tools and data used and copies of the maps/photographs.	N/A
Section 4.1; Table 2; Figure 4; Appendix G	13. SOILS: <input checked="" type="checkbox"/> Soil descriptions, <input checked="" type="checkbox"/> soil map(s), <input checked="" type="checkbox"/> soil photos, and <input checked="" type="checkbox"/> a discussion of hydric soils (for wetland delineations only).	
Figure 2	14. USGS QUADRANGLE: <input checked="" type="checkbox"/> A site location map on a 7.5-minute USGS quadrangle. The map must provide <input checked="" type="checkbox"/> the name of the USGS quadrangle, <input checked="" type="checkbox"/> Section, <input checked="" type="checkbox"/> Township, <input checked="" type="checkbox"/> Range, and <input checked="" type="checkbox"/> the latitude and longitude in decimal degree format.	
Appendix I	15. BULK UPLOAD FORM: <input checked="" type="checkbox"/> For sites with 3 or more separate aquatic features a completed copy of the ORM Bulk Upload Aquatic Resources or Consolidated Excel spreadsheet must be submitted.	
Figure 5 series	16. FIGURES: <input checked="" type="checkbox"/> Map(s) of all delineated aquatic resources in accordance with the Final Map and Drawing Standards for the South Pacific Division Regulatory Program.	
Figure 5 series and Appendix G	17. SITE PHOTOGRAPHS: <input checked="" type="checkbox"/> Ground photographs showing representative aquatic resource sites (or lack of), <input checked="" type="checkbox"/> as well as an accompanying map of photo-points and table of photographic information (see Final Map and Drawing Standards for the South Pacific Division Regulatory Program item no. 8 a-c).	
Appendix E	18. DATA FORMS: <input checked="" type="checkbox"/> Completed data forms including all essential information to make a jurisdictional determination [e.g. 2006 Wetland Determination Data Form -- Arid West Supplement; 2010 Arid West Ephemeral and Intermittent Streams OHWM Datasheet].	
Section 3	19. METHODS: <input checked="" type="checkbox"/> A description of the methods used to survey the aquatic resource boundaries. <input checked="" type="checkbox"/> If GPS data is used, the level of accuracy must be included. Ideally, the GPS equipment should have the capability of sub-meter ( $\leq 1$ meter) level horizontal accuracy.	
Appendix J	20. GIS DATA: <input checked="" type="checkbox"/> Digital data for the site, aquatic resource boundaries, and data point locations must be provided in a geographic information system (GIS) format, preferably either ESRI shapefiles or Geodatabase format, but GoogleEarth KMZ or KML files may be acceptable non-complex projects. Each GIS data file must be accompanied by a metadata file containing the appropriate geographic coordinate system, projection, datum, and labeling description. If GIS data is unavailable or otherwise cannot be produced and the Corps determines a site visit is necessary, the aquatic resource boundaries should be physically marked with numbered flags or stakes to facilitate verification by the Corps.	

## **APPENDIX B**

### **JURISDICTIONAL DETERMINATION REQUEST FORMS**

## **Appendix 1 - REQUEST FOR CORPS JURISDICTIONAL DETERMINATION (JD)**

To: District Name Here

- I am requesting a JD on property located at: South of Cherry Valley Blvd., north of Brookside Ave., and east/northeast of I-10  
(Street Address)  
City/Township/Parish: Beaumont County: Riverside State: CA  
Acreage of Parcel/Review Area for JD: 215.96  
Section: 30 Township: 2 S Range: 1 W  
Latitude (decimal degrees): 33.965141 Longitude (decimal degrees): -117.019732  
(For linear projects, please include the center point of the proposed alignment.)
- Please attach a survey/plat map and vicinity map identifying location and review area for the JD.
- ☒ I currently own this property. ☐ I plan to purchase this property.  
☐ I am an agent/consultant acting on behalf of the requestor.  
☐ Other (please explain): \_\_\_\_\_
- Reason for request: (check as many as applicable)  
☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.  
☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.  
☐ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.  
☒ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.  
☐ I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.  
☐ A Corps JD is required in order to obtain my local/state authorization.  
☐ I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.  
☐ I believe that the site may be comprised entirely of dry land.  
☐ Other: \_\_\_\_\_
- Type of determination being requested:  
☐ I am requesting an approved JD.  
☒ I am requesting a preliminary JD.  
☐ I am requesting a "no permit required" letter as I believe my proposed activity is not regulated.  
☐ I am unclear as to which JD I would like to request and require additional information to inform my decision.

By signing below, you are indicating that you have the authority, or are acting as the duly authorized agent of a person or entity with such authority, to and do hereby grant Corps personnel right of entry to legally access the site if needed to perform the JD. Your signature shall be an affirmation that you possess the requisite property rights to request a JD on the subject property.

\*Signature: \_\_\_\_\_

Date: \_\_\_\_\_



- Typed or printed name: Andrew Greybar  
Company name: Exeter Cherry Valley Land, LLC  
Address: 5060 North 40th Street, Suite 108  
Phoenix, AZ 85018  
Daytime phone no.: 708-341-9821  
Email address: andrew.greybar@eqtexeter.com

**\*Authorities:** Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Program of the U.S. Army Corps of Engineers; Final Rule for 33 CFR Parts 320-332.

**Principal Purpose:** The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the project area subject to federal jurisdiction under the regulatory authorities referenced above.

**Routine Uses:** This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in the approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USACE website.

**Disclosure:** Submission of requested information is voluntary; however, if information is not provided, the request for an AJD cannot be evaluated nor can an AJD be issued.

## Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

### BACKGROUND INFORMATION

**A. REPORT COMPLETION DATE FOR PJD:**

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Andrew Greybar, Exeter Cherry Valley Land, LLC 5060 North 40th Street, Suite 108 Phoenix, AZ 85018

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:** Los Angeles District

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

State: **CA** County/parish/borough: **Riverside** City: **Beaumont**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **33.965141** Long.: **-117.019732**

Universal Transverse Mercator: 11S 498177.05m E 3758291.07m N

Name of nearest waterbody: **San Timoteo Wash**

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
		SEE	ATTACHED		

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:



**SUPPORTING DATA. Data reviewed for PJD (check all that apply)**

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: 2022 ARDR, prepared by Rocks Biological Consulting.
- ☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.  
☐ Office concurs with data sheets/delineation report.  
☐ Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_.
- ☐ Data sheets prepared by the Corps: \_\_\_\_\_.
- ☐ Corps navigable waters' study: \_\_\_\_\_.
- ☒ U.S. Geological Survey Hydrologic Atlas: 2022 ARDR, Figure 2; USGS NHD 2020.  
☒ USGS NHD data.  
☒ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: USGS 7.5-minute El Casco quad.
- ☒ Natural Resources Conservation Service Soil Survey. Citation: 2022 ARDR, Figure 4; USDA NRCS 2018.
- ☒ National wetlands inventory map(s). Cite name: 2022 ARDR, Figure 4; USFWS NWI 2019.
- ☐ State/local wetland inventory map(s): \_\_\_\_\_.
- ☐ FEMA/FIRM maps: \_\_\_\_\_.
- ☐ 100-year Floodplain Elevation is: \_\_\_\_\_.(National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): See 2022 ARDR, Figures 1 & 5A-C (Maxar, Esri 2020, National Geographic, Esri 2012, Nearmap 2021), Appendix D, Recent and Historic Aerials \_\_\_\_\_.  
or ☒ Other (Name & Date): See 2022 ARDR Appendix G, Site Photographs.
- ☐ Previous determination(s). File no. and date of response letter: \_\_\_\_\_.
- ☒ Other information (please specify): 2022 ARDR, prepared by Rocks Biological Consulting.

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.**

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

\_\_\_\_\_  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO  
REGULATORY JURISDICTION.**

<b>Site number</b>	<b>Latitude (decimal degrees)</b>	<b>Longitude (decimal degrees)</b>	<b>Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)</b>	<b>Type of aquatic resources (i.e., wetland vs. non- wetland waters)</b>	<b>Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)</b>
NWW-1	33.965908	-117.025153	0.02 ac/175 ln ft	Non-wetland waters	Section 404
NWW-1A	33.966006	-117.025084	0.02 ac/156 ln ft	Non-wetland waters	Section 404
NWW-2	33.964929	-117.023925	0.09 ac/1,018 ln ft	Non-wetland waters	Section 404
NWW-2A	33.964977	-117.022656	<0.01 ac/168 ln ft	Non-wetland waters	Section 404
NWW-2B	33.965185	-117.022994	0.01 ac/175 ln ft	Non-wetland waters	Section 404
NWW-2C	33.964845	-117.023224	0.01 ac/109 ln ft	Non-wetland waters	Section 404
NWW-3	33.962391	-117.021747	0.39 ac/2,710 ln ft	Non-wetland waters	Section 404
NWW-3A	33.962760	-117.018132	0.15 ac/1,290 ln ft	Non-wetland waters	Section 404
NWW-3B	33.963540	-117.022834	0.12 ac/1,273 ln ft	Non-wetland waters	Section 404
NWW-3B1	33.964055	-117.021934	0.03 ac/409 ln ft	Non-wetland waters	Section 404

## **APPENDIX C**

### **APPLICABLE AQUATIC RESOURCE PROTECTION REGULATIONS**

## **APPENDIX C. APPLICABLE AQUATIC RESOURCE PROTECTION REGULATIONS**

Several regulations have been established by federal, state, and local agencies to protect and conserve aquatic resources. The descriptions below provide a brief overview of agency regulations that may be applicable to the project.

### ***Executive Order 11990***

Executive Order 11990 aims to avoid direct or indirect impacts on wetlands from federal or federally approved projects when a practicable alternative is available. If wetland impacts cannot be avoided, all practicable measures to minimize harm must be included.

### ***Clean Water Act***

Pursuant to Section 404 of the Clean Water Act (33 U.S. Code [USC] § 1251 et seq.; CWA), the U.S. Army Corps of Engineers (Corps) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 Code of Federal Regulations (CFR) 328.3 (51 Federal Register [FR] 41217, November 13, 1986; 53 FR 20764, June 6, 1988) and further defined by the 2001 *Solid Waste Agency of Northern Cook County v. Army Corps of Engineers* (SWANCC; 531 U.S. 159) decision and the 2006 *Rapanos v. United States* (547 U.S. 715) decision. The Corps, with oversight from the U.S. Environmental Protection Agency (USEPA), has the principal authority to issue CWA Section 404 permits. The Corps would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the Corps. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), a division of the State Water Resources Control Board (SWRCB), provides oversight of the Section 401 certification process in California. The RWQCB is required to provide Water Quality Certification for licenses or permits that authorize an activity that may result in a discharge from a point source into a waters of the U.S. Water Quality Certification authorization “is limited to assuring that a discharge from a Federally licensed or permitted activity will comply with water quality requirements” (40 CFR 121.3).

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

### ***Porter-Cologne Water Quality Control Act***

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The RWQCBs have primary responsibility for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could

affect its water quality must first file a Report of Waste Discharge if a Section 404 permit is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

***California Fish and Game Code Section 1600-1602***

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code (CFGC), California Department of Fish and Wildlife (CDFW) regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources (e.g., riparian or wetland areas not supported by a river, lake, or stream). CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and applicant is the Lake or Streambed Alteration Agreement.

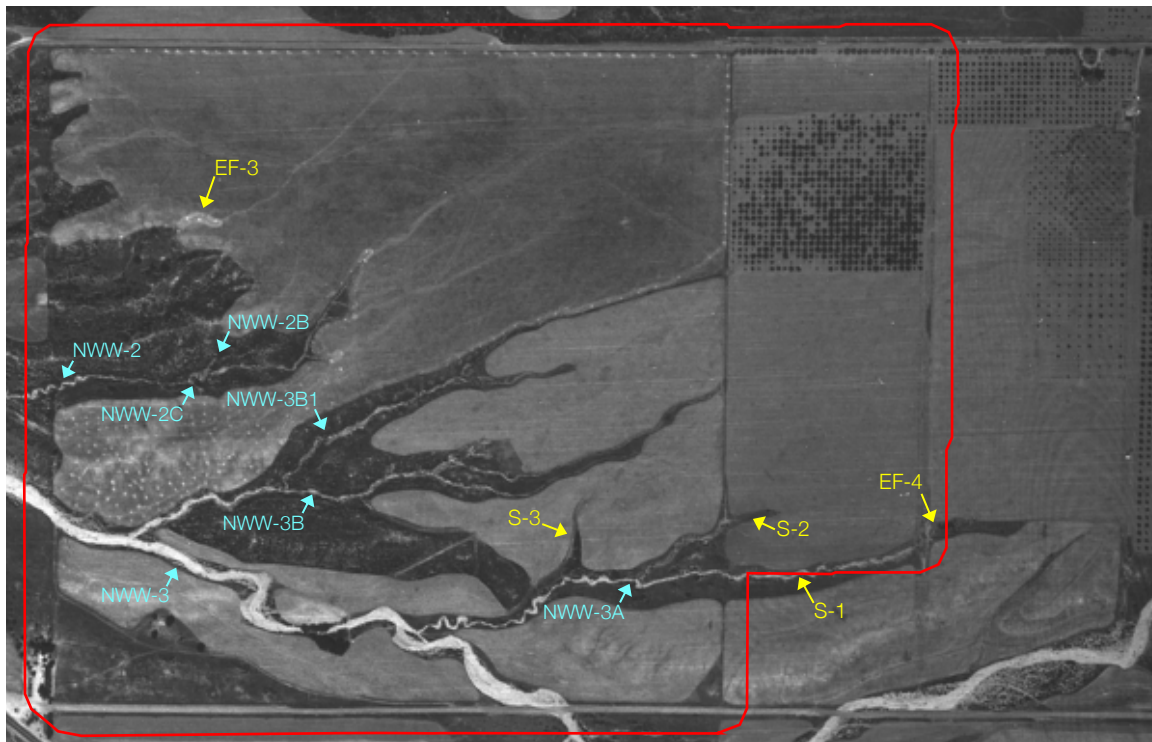
## **APPENDIX D**

### **RECENT AND HISTORIC AERIALS ANALYSIS**

## Appendix D

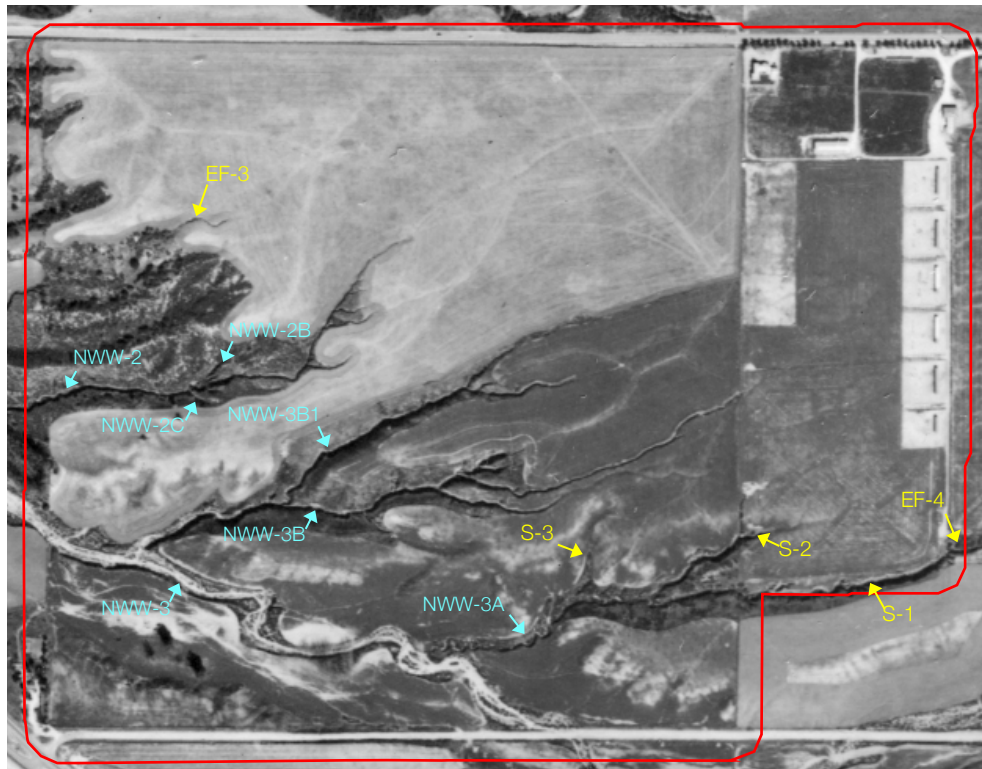
### Recent and Historic Aerials Analysis

Source: Google Earth Pro and University of California – Santa Barbara



**May 1938** – Agriculture fields are present on the northeast corner of the review area. The review area appears to be regularly mowed as distinguishable by the contrast in color between areas of higher elevation and lower topographical areas between hill slopes and along drainage features (see northwest corner and southern segment of the review area). Non-Wetland Water (NWW)-2B, NWW-2C, NWW-3, and NWW-3A are visible on the May 1938 aerial in their current locations. NWW-2, NWW-3B, and NWW-3B1 are also visible on the aerial in their current locations; however, each feature extends further east/northeast across the review area. NWW-3A, NWW-3B, and NWW-3B1 appear to receive runoff from the agriculture fields in the northeast corner of the review area. NWW-3A also appears to receive runoff from the agricultural fields east of the review area. NWW-1, NWW-1A, and NWW-2A are not distinguishable in the May 1938 aerial.

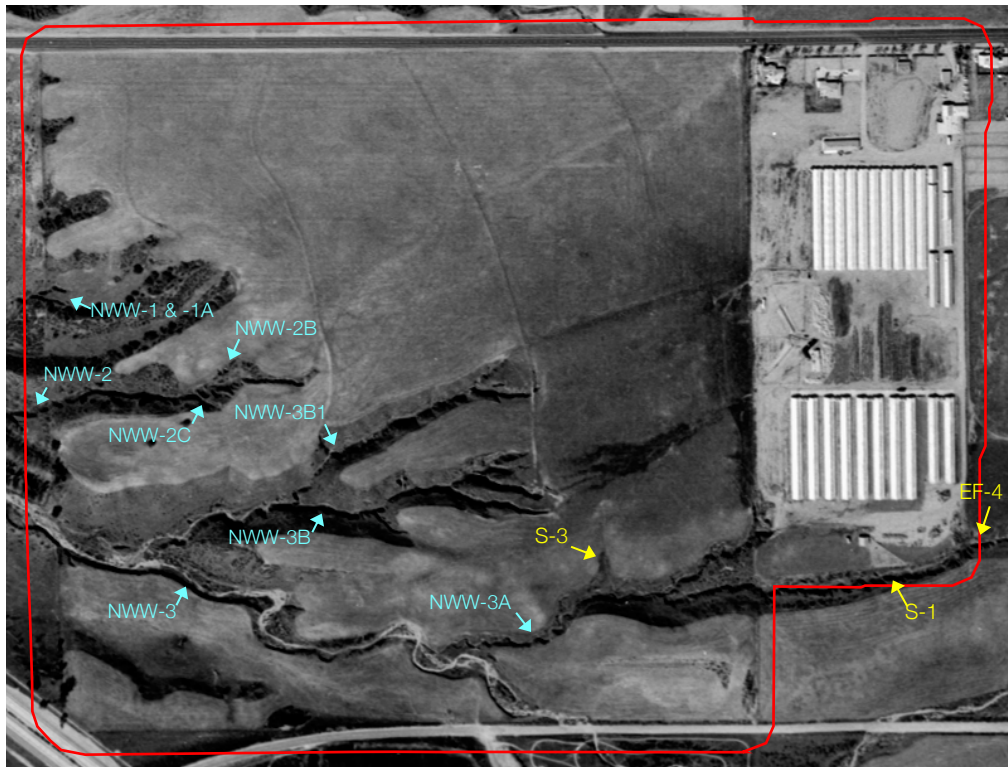
Erosional Feature (EF)-1 and EF-2 are not apparent. EF-3 is evident and appears to receive some runoff from Cherry Valley Boulevard. Some potential inundation or vegetation is visible in the current location of EF-4. The area appears to receive runoff from agricultural fields in the adjacent properties east of the review area. EF-5 through EF-8 are not yet present. Basin (B)-1 through B-5 are not yet present and evidence of potential ponding in their present-day locations is not visible. Swale (S)-1 is evident and more defined on the May 1938 aerial. Some potential inundation or vegetation appears in the current extent of S-2 and S-3. Ditch (D)-1, S-4, and S-5 are not yet present.



**February 1953** – The agriculture fields were removed from the northeast corner and some structures were constructed along the eastern review area boundary between May 1938 and February 1953. The review area continues to appear to be regularly mowed (see northern segment and northwest corner of the review area). NWW-2B, NWW-2C, NWW-3, and NWW-3A are visible on the February 1953 aerial in their current locations. NWW-2, NWW-3B, and NWW-3B1 are also visible on the aerial in their current locations; however, each feature extends further east/northeast across the review area. NWW-1, NWW-1A, and NWW-2A are not distinguishable in the February 1953 aerial.

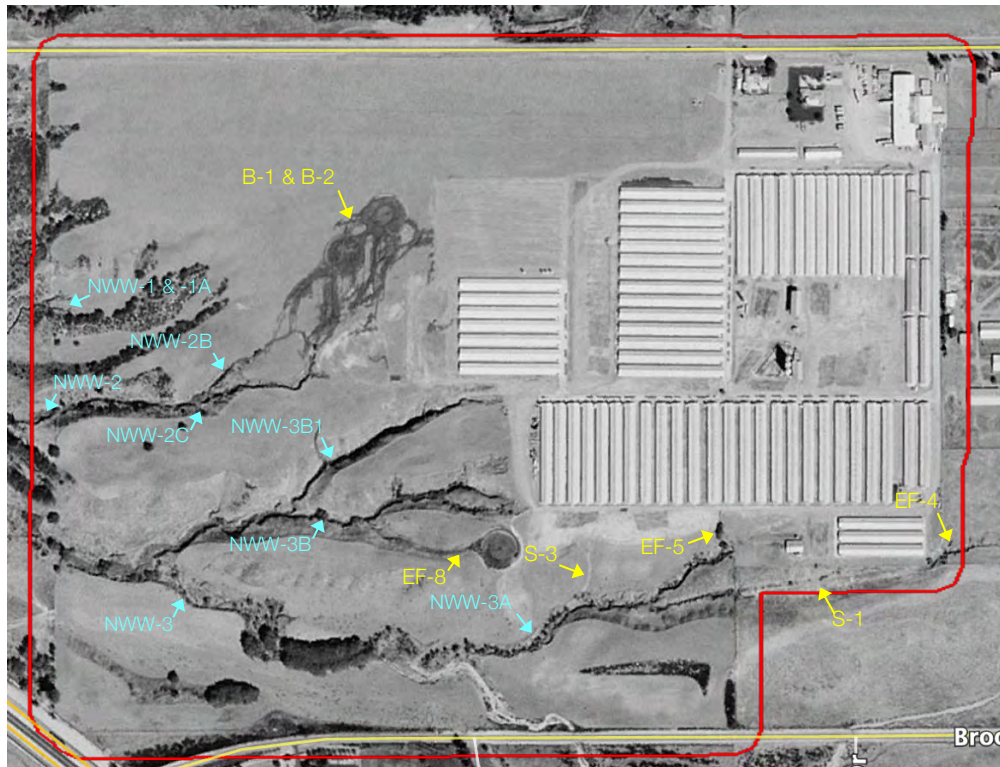
EF-1 and EF-2 are not apparent. EF-3 and EF-4 are evident and visible on the February 1953 aerial. EF-5 through EF-8 are not yet present. B-1 through B-5 are not yet present and evidence of potential ponding in their present-day locations is not visible. S-1 through S-3 are evident and more defined on the February 1953 aerial. D-1, S-4, and S-5 are not yet present.





**February 1976** – Farming operations within the review area began sometime between February 1953 and February 1976 with the construction of various poultry sheds in the northeast portion of the review area. Remains of these developments, such as the shed concrete foundations, exist to this day. NWW-1, NWW-1A, NWW-2C, and NWW-3 are visible on the aerial in their current locations. NWW-2B is evident but less distinguishable in the February 1976 aerial. The review area continues to appear to be regularly mowed and, along with the initiation of farming operations, likely resulted in the significant reduction of the furthestmost east/northeast extents of NWW-2, NWW-3A, NWW-3B, and NWW-3B1 between February 1953 and 1976. NWW-2A is not distinguishable in the February 1976 aerial.

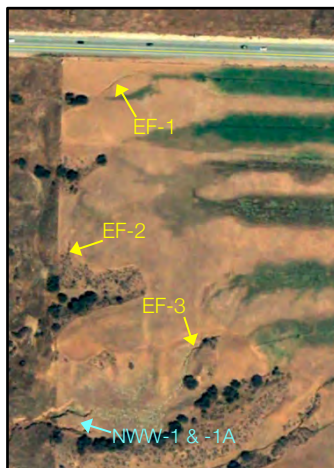
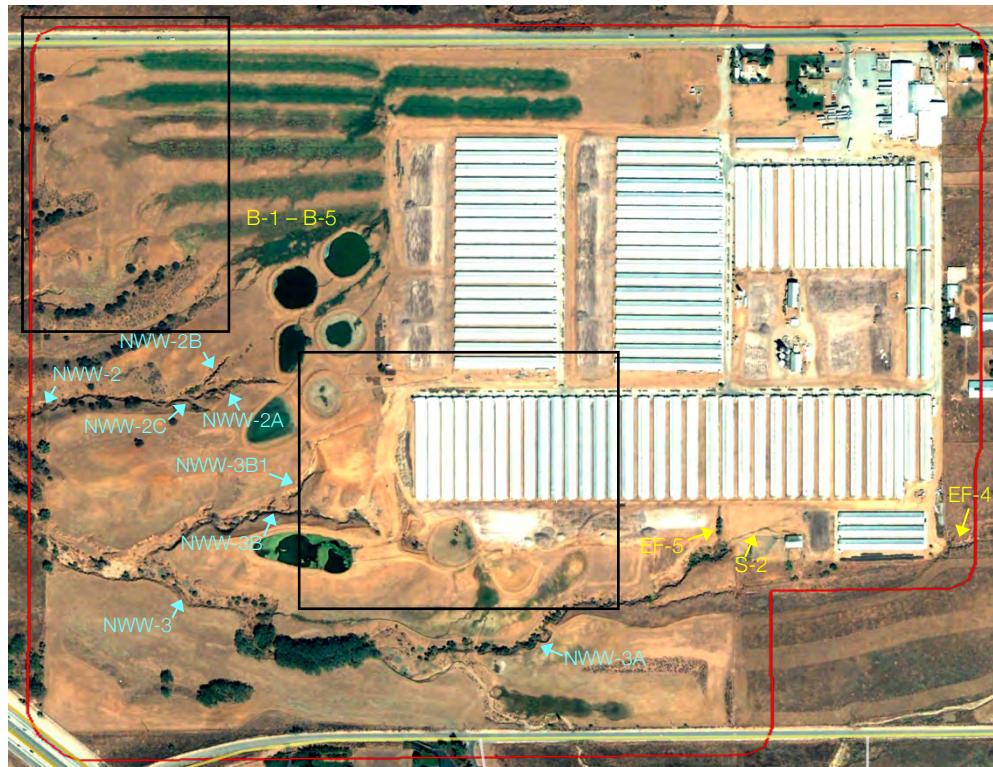
EF-1 and EF-2 are not apparent. EF-3 is no longer evident in the February 1976 aerial and was likely mowed between February 1953 and 1976. EF-4 is evident while EF-5 through EF-8 are still not yet present. B-1 through B-5 are not yet present and evidence of potential ponding in their present-day locations is not visible. S-1 is evident in the February 1976 aerial; however, S-1 is becoming less distinguishable. S-2 is no longer present as the new farming operations extend into S-2's previous location. Some evidence of S-3 is visible; however, the feature is less defined. D-1, S-4, and S-5 are not yet present.



**September 1996** – Farming operations within the review area continue to expand between February 1976 and September 1996 with the development of more poultry sheds in the center of the review area. Additionally, various ponding basins (i.e., B-1 and B-2) were developed within the review area during this time. Remains of these developments and site modifications exist to this day. B-1 and B-2 appear to drain runoff into NWW-2 and NWW-2B. Furthermore, an unnamed basin in the center of the review area drains into NWW-3B. The drainage between the unnamed basin and NWW-3B accounts for a portion of present-day NWW-3B and EF-8. NWW-1, NWW-1A, NWW-3, and NWW-3A are visible on the aerial in their current locations and extents. NWW-2C is evident but less distinguishable in the September 1996 aerial. The review area still appears to be regularly mowed. The expanding farming operations contribute to further reduction of NWW-3B and NWW-3B1. NWW-2A is not distinguishable in the September 1996 aerial.

EF-1 through EF-3 are not apparent. EF-4 is still defined and visible. EF-5 is now visible and appears to receive runoff from the newly constructed poultry sheds. B-3 through B-5 are not visible/present in September 1996. S-1 is evident in the September 1996 aerial but appears to be losing further definition. Some evidence of S-3 is visible; however, the feature is less distinguishable. D-1, S-4, and S-5 are not visible.

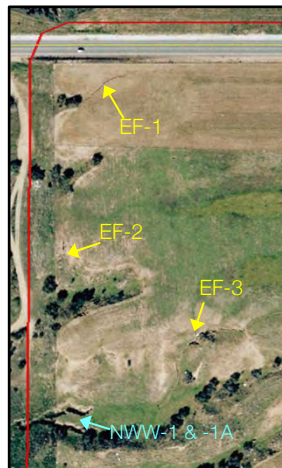
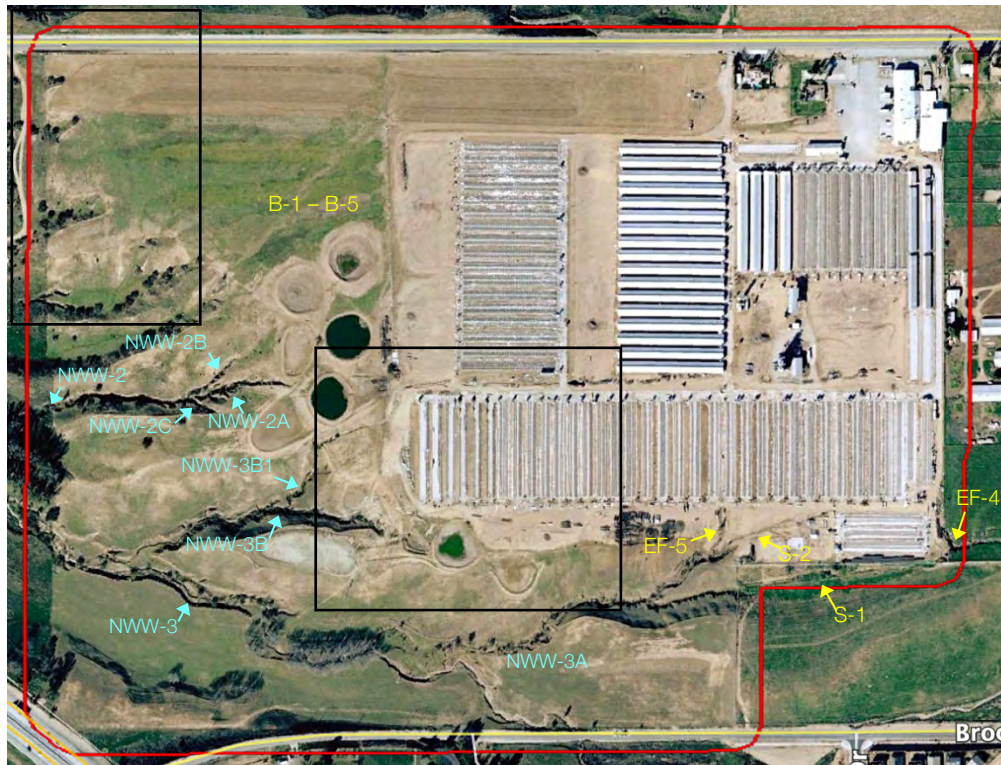




**October 2003** – Farming operations within the review area continue to expand between September 1996 and October 2003 with the construction of more poultry sheds in the center of the review area. Additionally, more ponding basins (i.e., B-3 through B-5 and various other unnamed basins) were developed during this time. Remains of these developments and site modifications exist to this day. B-1 and B-2 are still present; however, no longer appear to drain runoff into NWW-2 and NWW-2B. Furthermore, NWW-3B no longer appears to receive flows from the unnamed basin in the center of the review area. NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, and NWW-3A are visible on the aerial in their current locations. The expanding farming operations continue to contribute to further reductions of NWW-3B and NWW-3B1. By October 2003, NWW-3B and NWW-3B1 were reduced to their current extents. NWW-2A is primarily only visible near its convergence with NWW-2.

EF-1 through EF-3 are visible and appear to receive runoff from a new irrigation system within the review area. EF-4 is evident, and EF-5 still appears to receive runoff from the poultry sheds. S-1 is further indistinguishable and appears to likely contain the same characteristics as those observed present-day (i.e., no break in slope or a defined bed and bank between the swale and adjacent uplands). S-2 has reemerged and appears to receive runoff from farming operation buildings. The expansion of the poultry sheds appears to result in S-4 and EF-6 becoming slightly apparent and S-5, EF-7, and EF-8 being visible in their current locations and extents. S-3 and D-1 are not yet apparent.





**January 2006** – Various poultry sheds throughout the review area were demolished sometime between October 2003 and January 2006. The remaining shed concrete foundations visible in the January 2006 aerial exist to this day. NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 are visible in their current locations and extents. NWW-2A is primarily only visible near its convergence with NWW-2.

B-1 through B5 and EF-1 through EF-4 are visible in their current locations. EF-5 and S-2 continue to receive runoff downslope from the farming operations. S-1 is still only defined by the slight concave topography and lacks any other distinguishable features. S-3 has reemerged and is slightly visible in the January 2006 aerial. Active farming activities between October 2003 and January 2006 likely resulted in further defining S-4, S-5, and EF-6 through EF-8. D-1 is now fully evident in the January 2006 aerial. The northernmost poultry sheds appear to create downslope runoff which defined and created D-1 between October 2003 and January 2006.

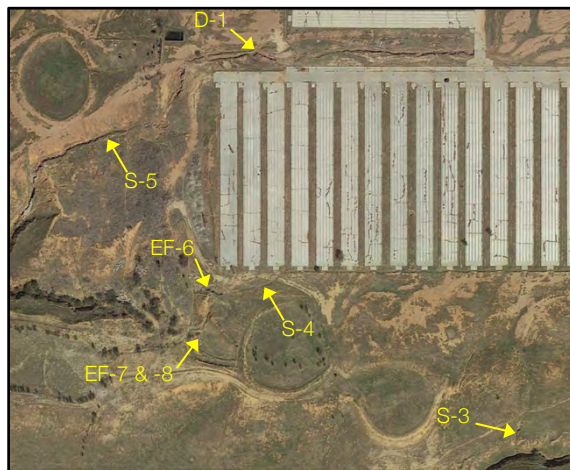
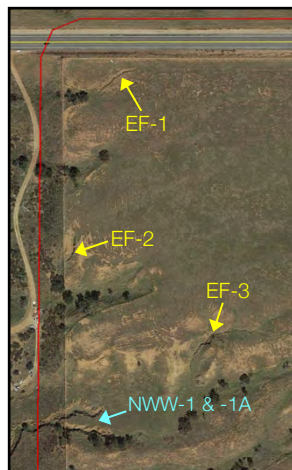
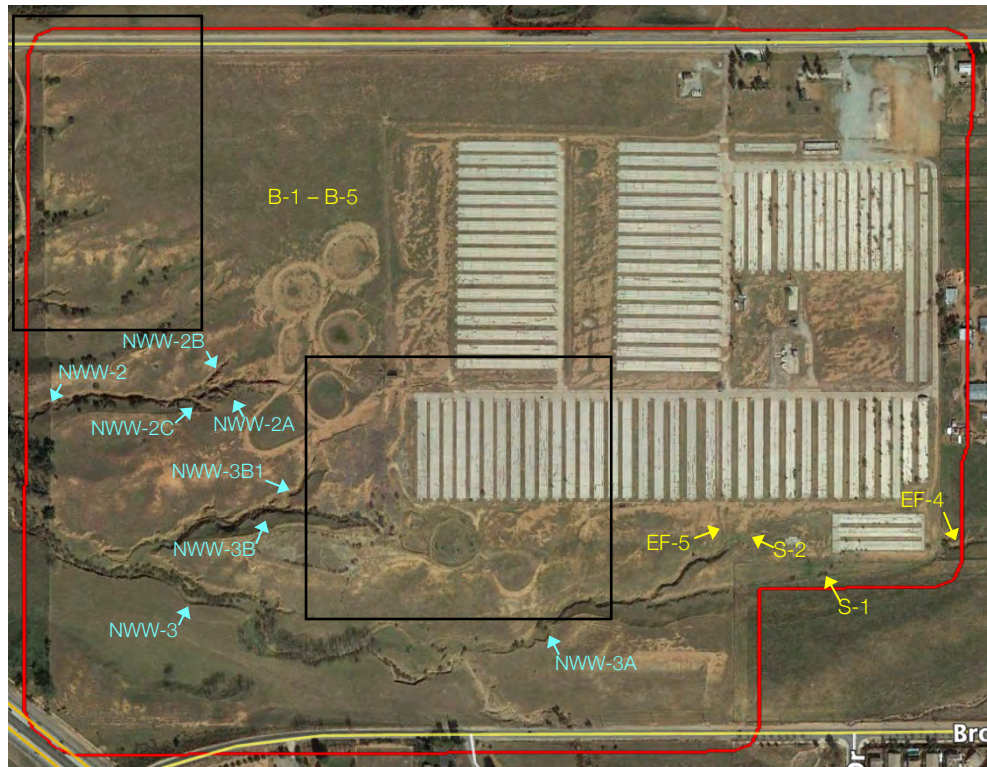




**March 2011** – Based on GoogleEarth aerials, the last remaining poultry sheds throughout the review area were removed between January 2006 and August 2006. By March 2011, NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 are visible in their current locations and extents. NWW-2A is primarily only visible near its convergence with NWW-2.

B-1 through B5 and EF-1 through EF-4 are visible in their current locations. EF-5 and S-2 are less distinguishable in the May 2011 aerial, likely a result from the total removal of farming operations within the review area. S-1 is still only apparent by the slight concave topography and lacks any other distinguishable features. The end of farming operations also likely contributed to the significant reduction of S-3 between January 2006 and March 2011. S-3 is only slightly evident near its convergence with NWW-3A. EF-6 through EF-8 and S-4 are also less distinguishable in the March 2011 aerial. S-5 and D-1 are still evident in the March 2011 aerial.





**February 2018** – Based on GoogleEarth aerals, the last remaining farming operation buildings located in the northeastern corner were removed between October 2016 and February 2018. By February 2018, NWW-1, NWW-1A, NWW-2, NWW-2B, NWW-2C, NWW-3, NWW-3A, NWW-3B, and NWW-3B1 are visible in their current locations and extents. NWW-2A is primarily only visible near its convergence with NWW-2.

B-1 through B5 and EF-1 through EF-4 are visible in their current locations. EF-5 and S-2 are less distinguishable in the February 2018 aerial. S-1 is still only defined by the slight concave topography and lacks any other distinguishable features. S-3 is still only slightly evident near its convergence with NWW-3A. EF-6 through EF-8 and S-4 are also less distinguishable. S-5 and D-1 are still evident in the March 2011 aerial.

## **APPENDIX E**

### **ARID WEST WETLAND DETERMINATION DATA FORMS AND EPHEMERAL AND INTERMITTENT STREAMS OHWM DATASHEETS**

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Beaumont Summit Station City/County: Beaumont Sampling Date: 06/07/2021  
 Applicant/Owner: Exeter Cherry Valley Land, LLC State: CA Sampling Point: WDP 1  
 Investigator(s): Shanti Santulli, Sarah Krejca, Ian Hirschler Section, Township, Range: T2S, R1W, S30  
 Landform (hillslope, terrace, etc.): In basin (constructed) Local relief (concave, convex, none): Concave Slope (%): 0-1%  
 Subregion (LRR): LRR C - Mediterranean California Lat: 33.965328 Long: -117.022071 Datum: WGS 84  
 Soil Map Unit Name: Terrace escarpments NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes \_\_\_\_\_ No ☒ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology ☒ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	
Remarks: Sample point taken within constructed earthen basin, near three individual mulefat. Drought conditions per APT (i.e., atypical hydrologic conditions/naturally problematic); however, wetland hydrology parameter still met based on presence of surface soil cracks.	

## VEGETATION – Use scientific names of plants.

<b>Tree Stratum</b> (Plot size: <u>N/A</u> ) 1. <u>N/A</u> 2. _____ 3. _____ 4. _____ _____ = Total Cover <b>Sapling/Shrub Stratum</b> (Plot size: <u>10-foot radius</u> ) 1. <u>Baccharis salicifolia</u> 25% Yes FAC 2. _____ 3. _____ 4. _____ 5. _____ _____ = Total Cover <b>Herb Stratum</b> (Plot size: <u>5-foot radius</u> ) 1. <u>Hirschfeldia incana</u> 15% Yes NL/UPL 2. <u>Polygonum aviculare</u> 3% No FAC 3. <u>Croton setiger</u> 2% No NL/UPL 4. _____ 5. _____ 6. _____ 7. _____ 8. _____ _____ = Total Cover <b>Woody Vine Stratum</b> (Plot size: <u>N/A</u> ) 1. <u>N/A</u> 2. _____ _____ = Total Cover % Bare Ground in Herb Stratum <u>80%</u> % Cover of Biotic Crust <u>0%</u>	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50%</u> (A/B) <b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>28</u> x 3 = <u>84</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>17</u> x 5 = <u>85</u> Column Totals: <u>45</u> (A) <u>169</u> (B) Prevalence Index = B/A = <u>3.76</u> <b>Hydrophytic Vegetation Indicators:</b> ___ Dominance Test is >50% ___ Prevalence Index is ≤3.0 <sup>1</sup> ___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. <b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
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Remarks:

Sample point taken near three individual mulefat within area mapped as non-native grassland.



## SOIL

Sampling Point: WDP 1

[illegible]

## HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Water Marks (B1) ( <b>Riverine</b> )
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Biotic Crust (B12)	<input type="checkbox"/> Sediment Deposits (B2) ( <b>Riverine</b> )
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Drift Deposits (B3) ( <b>Riverine</b> )
<input type="checkbox"/> Water Marks (B1) ( <b>Nonriverine</b> )	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Sediment Deposits (B2) ( <b>Nonriverine</b> )	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Drift Deposits (B3) ( <b>Nonriverine</b> )	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Crayfish Burrows (C8)
<input checked="" type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> Water Table Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> Saturation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> (includes capillary fringe)		<b>Wetland Hydrology Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
N/A		
Remarks:		
Abandoned farm/stock pond that may still collect water during rains but no other wetland hydrology indicators observed beyond soil surface cracks. Did not meet FAC-Neutral Test.		

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Beaumont Summit Station City/County: Beaumont Sampling Date: 06/07/2021  
 Applicant/Owner: Exeter Cherry Valley Land, LLC State: CA Sampling Point: WDP 2  
 Investigator(s): Sarah Krejca, Shanti Santulli Section, Township, Range: T2S, R1W, S30  
 Landform (hillslope, terrace, etc.): In channel Local relief (concave, convex, none): Slightly concave Slope (%): 1-3%  
 Subregion (LRR): LRR C - Mediterranean California Lat: 32.964923 Long: -117.023427 Datum: WGS 84  
 Soil Map Unit Name: Terrace escarpments NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes \_\_\_\_\_ No ☒ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology ☒ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks: Sample point taken within earthen channel. Drought conditions per APT (i.e., atypical hydrologic conditions/naturally problematic); no hydrology indicators observed. However, sampling point within ephemeral channel not anticipated to function as wetland - hydrophytic vegetation and hydric soils also not observed.	

## VEGETATION – Use scientific names of plants.

<b>Tree Stratum</b> (Plot size: <u>10-foot radius</u> ) 1. <u>Sambucus nigra</u> <u>5%</u> <u>Yes</u> <u>FACU</u> 2. _____ 3. _____ 4. _____ <u>5%</u> = Total Cover <b>Sapling/Shrub Stratum</b> (Plot size: <u>10-foot radius</u> ) 1. <u>Baccharis salicifolia</u> <u>25%</u> <u>Yes</u> <u>FAC</u> 2. _____ 3. _____ 4. _____ 5. _____ <u>25%</u> = Total Cover <b>Herb Stratum</b> (Plot size: <u>5-foot radius</u> ) 1. <u>Brachypodium distachyon</u> <u>35%</u> <u>Yes</u> <u>NL/UPL</u> 2. <u>Bromus diandrus</u> <u>25%</u> <u>Yes</u> <u>NL/UPL</u> 3. <u>Hirschfeldia incana</u> <u>15%</u> <u>No</u> <u>NL/UPL</u> 4. <u>Marrubium vulgare</u> <u>5%</u> <u>No</u> <u>FACU</u> 5. _____ 6. _____ 7. _____ 8. _____ <u>80%</u> = Total Cover <b>Woody Vine Stratum</b> (Plot size: <u>N/A</u> ) 1. <u>N/A</u> 2. _____ <u>N/A</u> = Total Cover % Bare Ground in Herb Stratum <u>20%</u> % Cover of Biotic Crust <u>0%</u>	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>25%</u> (A/B) <b>Prevalence Index worksheet:</b> Total % Cover of: _____ Multiply by: _____ OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>25</u> x 3 = <u>75</u> FACU species <u>10</u> x 4 = <u>40</u> UPL species <u>75</u> x 5 = <u>375</u> Column Totals: <u>110</u> (A) <u>490</u> (B) Prevalence Index = B/A = <u>4.45</u> <b>Hydrophytic Vegetation Indicators:</b> ___ Dominance Test is >50% ___ Prevalence Index is ≤3.0 <sup>1</sup> ___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain) <sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. <b>Hydrophytic Vegetation Present?</b> Yes _____ No <input checked="" type="checkbox"/>
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Remarks:

Sample point taken within area mapped as non-native grassland.

## SOIL

Sampling Point: WDP 2

[illegible]

## HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Water Marks (B1) ( <b>Riverine</b> )
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Biotic Crust (B12)	<input type="checkbox"/> Sediment Deposits (B2) ( <b>Riverine</b> )
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Drift Deposits (B3) ( <b>Riverine</b> )
<input type="checkbox"/> Water Marks (B1) ( <b>Nonriverine</b> )	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Sediment Deposits (B2) ( <b>Nonriverine</b> )	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Drift Deposits (B3) ( <b>Nonriverine</b> )	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> Shallow Aquitard (D3)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> FAC-Neutral Test (D5)
<b>Field Observations:</b> Surface Water Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> Water Table Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> Saturation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>N/A</u> (includes capillary fringe)		<b>Wetland Hydrology Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
N/A		
Remarks:		
Did not meet FAC-Neutral Test. No wetland hydrology indicators observed.		

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Beaumont Summit Station City/County: Beaumont Sampling Date: 06/07/2021  
 Applicant/Owner: Exeter Cherry Valley Land, LLC State: CA Sampling Point: WDP 3  
 Investigator(s): Sarah Krejca, Shanti Santulli, Ian Hirschler Section, Township, Range: T2S, R1W, S30  
 Landform (hillslope, terrace, etc.): In channel Local relief (concave, convex, none): Slightly concave Slope (%): 1-2%  
 Subregion (LRR): LRR C - Mediterranean California Lat: 33.962825 Long: -117.022836 Datum: WGS 84  
 Soil Map Unit Name: Terrace escarpments NWI classification: Riverine

Are climatic / hydrologic conditions on the site typical for this time of year? Yes \_\_\_\_\_ No ☒ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology ☒ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/>
Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/>	
Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	
Remarks: Sample point taken within earthen channel. Drought conditions per APT (i.e., atypical hydrologic conditions/naturally problematic); hydrophytic vegetation parameter still met at sampling point, but no hydric soils or wetland hydrology. Sampling point within ephemeral stream not anticipated to function as wetland despite presence of mulefat (FAC).	

## VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>N/A</u> )	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)  Total Number of Dominant Species Across All Strata: <u>1</u> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
1. <u>N/A</u>				
2. _____				
3. _____				
4. _____				
<u>_____</u> = Total Cover				<b>Prevalence Index worksheet:</b> <u>_____</u> Total % Cover of: <u>_____</u> Multiply by: <u>_____</u> OBL species <u>_____</u> x 1 = <u>_____</u> FACW species <u>_____</u> x 2 = <u>_____</u> FAC species <u>_____</u> x 3 = <u>_____</u> FACU species <u>_____</u> x 4 = <u>_____</u> UPL species <u>_____</u> x 5 = <u>_____</u> Column Totals: <u>_____</u> (A) <u>_____</u> (B)  Prevalence Index = B/A = <u>_____</u>
<b>Sapling/Shrub Stratum</b> (Plot size: <u>5-foot radius</u> )				
1. <u>Baccharis salicifolia</u>	<u>10%</u>	<u>Yes</u>	<u>FAC</u>	
2. _____				
3. _____				
4. _____				
5. _____				
<u>10%</u> = Total Cover				<b>Hydrophytic Vegetation Indicators:</b> <input checked="" type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
<b>Herb Stratum</b> (Plot size: <u>N/A</u> )				
1. <u>N/A</u>				
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
<u>_____</u> = Total Cover				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
<b>Woody Vine Stratum</b> (Plot size: <u>N/A</u> )				
1. <u>N/A</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No _____
2. _____				
<u>N/A</u> = Total Cover				
% Bare Ground in Herb Stratum <u>97%</u>		% Cover of Biotic Crust <u>0%</u>		

Remarks:

Sample point taken within area mapped as mulefat scrub. Less than 5% herbaceous cover (approximately 3%), therefore, per AW manual, no herb stratum. 5-foot radius plot size used for sapling/shrub stratum to only account for vegetation within area with same soil and hydrologic conditions (i.e., within the channel).

## SOIL

Sampling Point: WDP 3

**Profile Description:** (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

[illegible]

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

## Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

### Indicators for Problematic Hydric Soils<sup>3</sup>:

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Histosol (A1)                           | <input type="checkbox"/> Sandy Redox (S5)           | <input type="checkbox"/> 1 cm Muck (A9) ( <b>LRR C</b> )  |
| <input type="checkbox"/> Histic Epipedon (A2)                    | <input type="checkbox"/> Stripped Matrix (S6)       | <input type="checkbox"/> 2 cm Muck (A10) ( <b>LRR B</b> ) |
| <input type="checkbox"/> Black Histic (A3)                       | <input type="checkbox"/> Loamy Mucky Mineral (F1)   | <input type="checkbox"/> Reduced Vertic (F18)             |
| <input type="checkbox"/> Hydrogen Sulfide (A4)                   | <input type="checkbox"/> Loamy Gleyed Matrix (F2)   | <input type="checkbox"/> Red Parent Material (TF2)        |
| <input type="checkbox"/> Stratified Layers (A5) ( <b>LRR C</b> ) | <input type="checkbox"/> Depleted Matrix (F3)       | <input type="checkbox"/> Other (Explain in Remarks)       |
| <input type="checkbox"/> 1 cm Muck (A9) ( <b>LRR D</b> )         | <input type="checkbox"/> Redox Dark Surface (F6)    |   |
| <input type="checkbox"/> Depleted Below Dark Surface (A11)       | <input type="checkbox"/> Depleted Dark Surface (F7) |   |
| <input type="checkbox"/> Thick Dark Surface (A12)                | <input type="checkbox"/> Redox Depressions (F8)     |   |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)                | <input type="checkbox"/> Vernal Pools (F9)          |   |
| <input type="checkbox"/> Sandy Gleyed Matrix (S4)                |   |   |
- <sup>3</sup>Indicators of hydrophytic vegetation wetland hydrology must be present unless disturbed or problematic

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

## Restrictive Layer (if present):

Type: Shovel refusal - compact soils

Depth (inches): 16 inches

Hydric Soil Present? Yes \_\_\_\_\_ No ☒

Remarks:

Soil moistened with spray bottle to record soil color. Uniform soil throughout. No hydric soil indicators observed.

## HYDROLOGY

### Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Surface Water (A1)                            | <input type="checkbox"/> Salt Crust (B11)                              | <input type="checkbox"/> Water Marks (B1) ( <b>Riverine</b> )       |
| <input type="checkbox"/> High Water Table (A2)                         | <input type="checkbox"/> Biotic Crust (B12)                            | <input type="checkbox"/> Sediment Deposits (B2) ( <b>Riverine</b> ) |
| <input type="checkbox"/> Saturation (A3)                               | <input type="checkbox"/> Aquatic Invertebrates (B13)                   | <input type="checkbox"/> Drift Deposits (B3) ( <b>Riverine</b> )    |
| <input type="checkbox"/> Water Marks (B1) ( <b>Nonriverine</b> )       | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                    | <input type="checkbox"/> Drainage Patterns (B10)                    |
| <input type="checkbox"/> Sediment Deposits (B2) ( <b>Nonriverine</b> ) | <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) | <input type="checkbox"/> Dry-Season Water Table (C2)                |
| <input type="checkbox"/> Drift Deposits (B3) ( <b>Nonriverine</b> )    | <input type="checkbox"/> Presence of Reduced Iron (C4)                 | <input type="checkbox"/> Crayfish Burrows (C8)                      |
| <input type="checkbox"/> Surface Soil Cracks (B6)                      | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)    | <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)  |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)     | <input type="checkbox"/> Thin Muck Surface (C7)                        | <input type="checkbox"/> Shallow Aquitard (D3)                      |
| <input type="checkbox"/> Water-Stained Leaves (B9)                     | <input type="checkbox"/> Other (Explain in Remarks)                    | <input type="checkbox"/> FAC-Neutral Test (D5)                      |

**Field Observations:**

Surface Water Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_ N/A

Water Table Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_ N/A

Saturation Present? Yes \_\_\_\_\_ No ☒ Depth (inches): \_\_\_\_\_ N/A  
(includes capillary fringe)

Wetland Hydrology Present? Yes No ☒

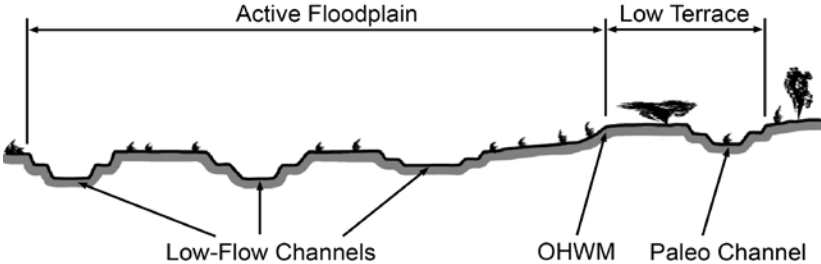
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

N/A

Remarks:

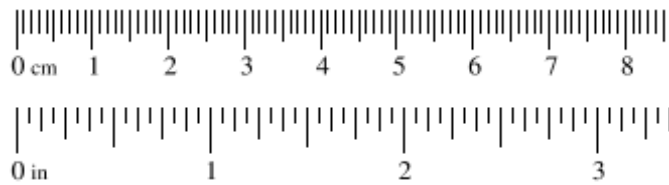
Did not meet FAC-Neutral Test. No wetland hydrology indicators observed.

## Arid West Ephemeral and Intermittent Streams OHWM Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 1 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca		<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 2		<b>Time:</b> 0815 <b>State:</b> CA <b>Photo end file#:</b> 2	
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?		<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.968238, -117.025022			
<b>Potential anthropogenic influences on the channel system:</b> Surrounding area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.					
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm. Lower topographic area between two gentle slopes, just south of developed road (Cherry Valley Boulevard).					
<b>Checklist of resources (if available):</b> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 50%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>					
<b>Hydrogeomorphic Floodplain Units</b> 					
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>					

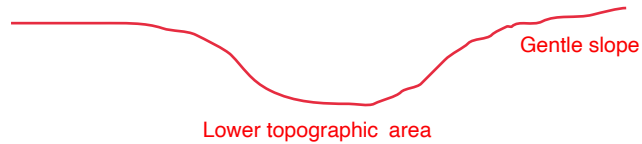
### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**

Facing west

**OHWM**

GPS point: 33.968238, -117.025022

**Indicators:**

- ☐ Change in average sediment texture
- ☐ Change in vegetation species
- ☐ Change in vegetation cover

- ☐ Break in bank slope
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

Lower topographic area did not exhibit bed and bank indicators; no change in sediment texture or break in slope; vegetation did not differ from lower topographic area to adjacent slopes (dominated by non-native grassland and scrub oak). Data was collected during a drought year; however, historic aeriels and previous delineation note consistent conditions.

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA
- ☐ Early (herbaceous & seedlings)
- ☐ Mid (herbaceous, shrubs, saplings)
- ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks
- ☐ Ripples
- ☐ Drift and/or debris
- ☐ Presence of bed and bank
- ☐ Benches
- ☐ Soil development
- ☐ Surface relief
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**



**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A \_\_\_\_\_

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A \_\_\_\_\_

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

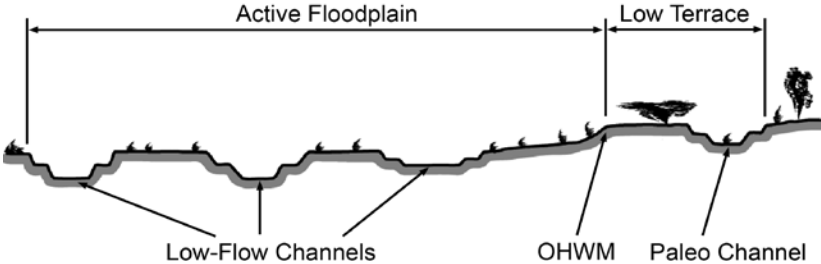
- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

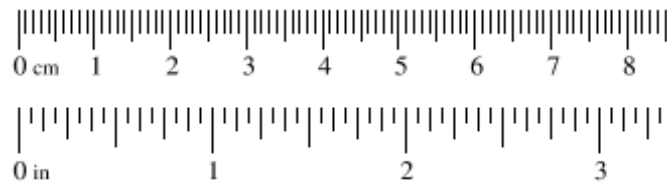
**Comments:**

## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 2 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 4 <b>Time:</b> 0830 <b>State:</b> CA <b>Photo end file#:</b> 4
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.967162, -117.025097
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.	
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; gully/erosional feature adjacent to western site boundary. Highly incised area.	
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>	
<b>Hydrogeomorphic Floodplain Units</b> 	
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>	

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**Facing downstream  
(southwest)

Upland

Upland

gully/incised area

**OHWM**

GPS point: 33.967162, -117.025097

**Indicators:**

- ☐ Change in average sediment texture  
☐ Change in vegetation species  
☐ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Gully/erosional feature that exhibited a slight break in bank slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators. Gully and surrounding upland were both heavily vegetated with non-native grasses.

**Floodplain unit:**☐ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA ☐ Mid (herbaceous, shrubs, saplings)  
☐ Early (herbaceous & seedlings) ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks  
☐ Ripples  
☐ Drift and/or debris  
☐ Presence of bed and bank  
☐ Benches

- ☐ Soil development  
☐ Surface relief  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

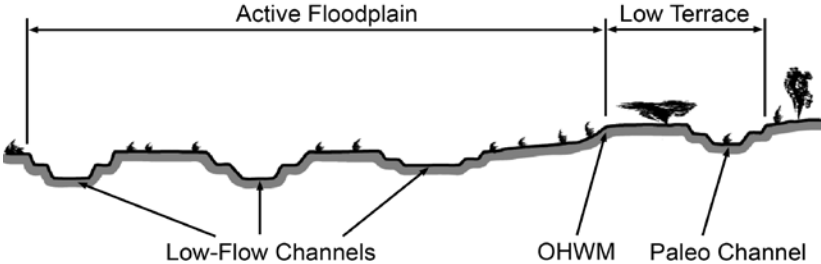
- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
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**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

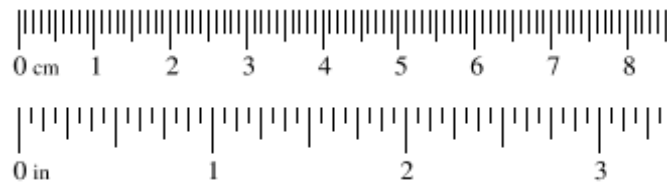
**Comments:**

## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 3 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca		<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 8		<b>Time:</b> 0915 <b>State:</b> CA <b>Photo end file#:</b> 9	
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?		<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.966030, -117.024921			
<b>Potential anthropogenic influences on the channel system:</b> Surrounding area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.					
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; north and south leg of feature within lower topographic area adjacent to western site boundary.					
<b>Checklist of resources (if available):</b> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 50%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>					
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<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>					

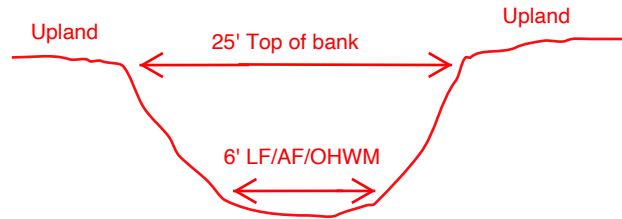
### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
		Granule	
0.079	2.00	Very coarse sand	Sand
0.039	1.00	Coarse sand	
0.020	0.50	Medium sand	
1/2 0.0098	0.25	Fine sand	
1/4 0.005	0.125	Very fine sand	
1/8 0.0025	0.0625		
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**

Northern leg of  
feature; facing  
downstream (west)

**OHWM**

GPS point: 33.966030, -117.024921

**Indicators:**

- ☐ Change in average sediment texture  
☐ Change in vegetation species  
☒ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Approximately 6-foot wide OHWM defined by a faint break in slope and change in vegetation cover. Data was taken during a drought year. No distinguishable difference in sediment texture from active floodplain (AF) to upland. More defined bed and bank occurs downstream, but off site.

**Floodplain unit:**

☒ Low-Flow Channel

☐ Active Floodplain

☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA ☐ Mid (herbaceous, shrubs, saplings)  
☐ Early (herbaceous & seedlings) ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks  
☐ Ripples  
☐ Drift and/or debris  
☐ Presence of bed and bank  
☐ Benches

- ☐ Soil development  
☐ Surface relief  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.



**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 80 % Tree: 0 % Shrub: 0 % Herb: 80 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by faint break in bank slope; AF heavily vegetated with non-native grasses.

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 50 % Tree: 0 % Shrub: 0 % Herb: 50 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

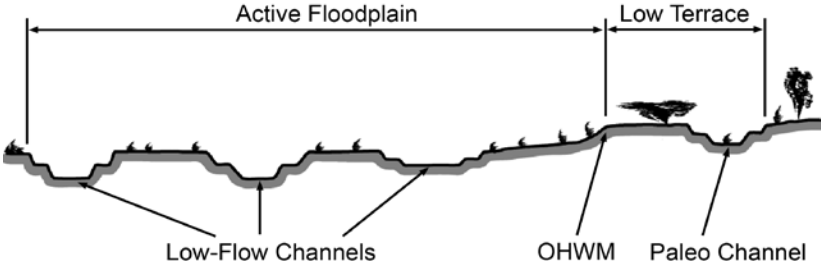
**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development          |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____              |

**Comments:**

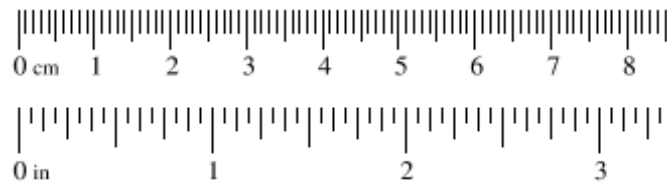
No true low terrace; uplands defined by surface relief. Uplands partially vegetated with non-native grasses.

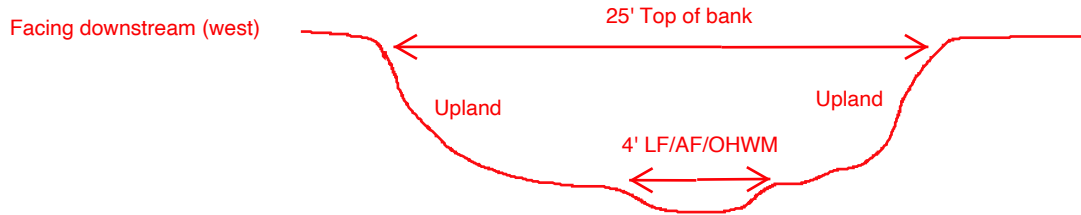
## Arid West Ephemeral and Intermittent Streams OHWM Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 4 <b>Investigator(s):</b> Shanti Santulli, Sarah Krejca	<b>Date:</b> 06/07/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 18	<b>Time:</b> 0900 <b>State:</b> CA <b>Photo end file#:</b> 19
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.964891, -117.023514	
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; north and south leg of drainage within lower topographic area adjacent to western site boundary.		
<b>Checklist of resources (if available):</b> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 50%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHW:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHW and record the indicators. Record the OHW position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
		Granule	
0.079	2.00	Very coarse sand	Sand
0.039	1.00	Coarse sand	
0.020	0.50	Medium sand	
1/2 0.0098	0.25	Fine sand	
1/4 0.005	0.125	Very fine sand	
1/8 0.0025	0.0625		
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:****OHWM**

GPS point: 33.964891, -117.023514

**Indicators:**

- ☐ Change in average sediment texture  
☐ Change in vegetation species  
☒ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Approximately 4-foot wide OHWM defined by a break in slope and a change in vegetation cover. Data was taken during a drought year; however, indicators still observed and consistent with anticipated extent of OHWM based on review of aerials and site conditions/topography. No distinguishable difference in sediment texture from active floodplain (AF) to upland.

**Floodplain unit:**☒ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA  
☐ Early (herbaceous & seedlings)
- ☐ Mid (herbaceous, shrubs, saplings)  
☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks  
☐ Ripples  
☐ Drift and/or debris  
☐ Presence of bed and bank  
☐ Benches

- ☐ Soil development  
☐ Surface relief  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.

**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Coarse silt

Total veg cover: 30 % Tree: 0 % Shrub: 0 % Herb: 30 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by faint break in bank slope; AF sparsely vegetated, becoming less vegetated downstream. Vegetation dominated by non-native grasses, including short-pod mustard (*Hirschfeldia incana*), rigput brome (*Bromus diandrus*), and false brome (*Brachypodium distachyon*).

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Coarse silt

Total veg cover: 65 % Tree: 0 % Shrub: 0 % Herb: 65 %

Community successional stage:

- |  |  |
|--|--|
| <input type="checkbox"/> NA  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input checked="" type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

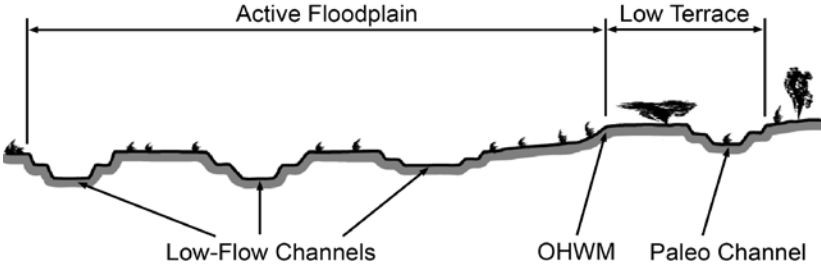
**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development          |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____              |

**Comments:**

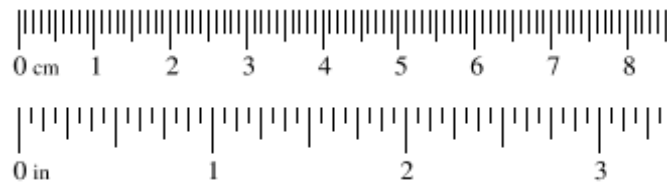
No true low terrace; uplands defined by surface relief. Uplands dominated by non-native grasses, including short-pod mustard (*Hirschfeldia incana*), rigput brome (*Bromus diandrus*), and false brome (*Brachypodium distachyon*).

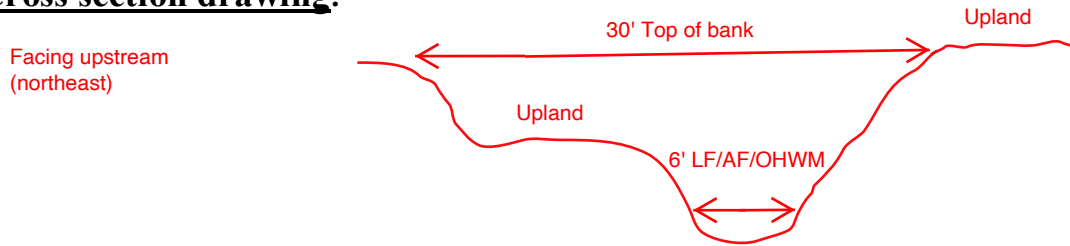
## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 5 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 27	<b>Time:</b> 1200 <b>State:</b> CA <b>Photo end file#:</b> 28
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Beaumont Summit Station Aquatic Resource Delineation Report Review Area <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.963128, -117.017059	
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; drainage feature adjacent to/south of developed concrete slabs near southeast site boundary.		
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
		Granule	
0.079	2.00	Very coarse sand	Sand
0.039	1.00	Coarse sand	
0.020	0.50	Medium sand	
1/2 0.0098	0.25	Fine sand	
1/4 0.005	0.125	Very fine sand	
1/8 0.0025	0.0625		
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:****OHWM**

GPS point: 33.963128, -117.017059

**Indicators:**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Change in average sediment texture | <input checked="" type="checkbox"/> Break in bank slope |
| <input checked="" type="checkbox"/> Change in vegetation species       | <input type="checkbox"/> Other: _____                   |
| <input type="checkbox"/> Change in vegetation cover                    | <input type="checkbox"/> Other: _____                   |

**Comments:**

Approximately 6-foot wide OHWM defined by a break in slope, change in sediment texture, and change in vegetation species. Data was taken during a drought year; however, indicators still observed and consistent with anticipated extent of OHWM based on review of aerials and site conditions/topography.

**Floodplain unit:**

- ☒ Low-Flow Channel      ☐ Active Floodplain      ☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ %    Tree: \_\_\_\_\_ %    Shrub: \_\_\_\_\_ %    Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.



**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt with cobbles

Total veg cover: 80 % Tree: 0 % Shrub: 15 % Herb: 65 %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input checked="" type="checkbox"/> Mid (herbaceous, shrubs, saplings) |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees)       |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by break in bank slope; AF heavily vegetated with non-native grasses, including shortpod mustard (*Hirschfeldia incana*).

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 80 % Tree: 5 % Shrub: 10 % Herb: 65 %

Community successional stage:

- |   |   |
|---|---|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)                 |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input checked="" type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

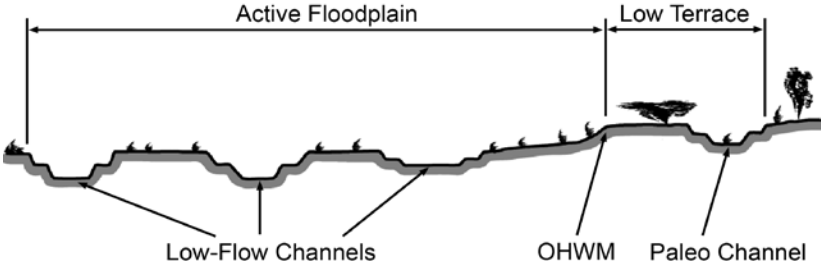
**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development          |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____              |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____              |

**Comments:**

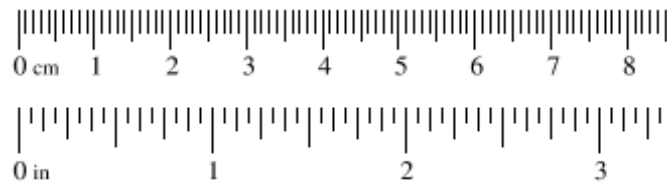
No true low terrace; uplands defined by surface relief. Uplands heavily vegetated with non-native grasses, including shortpod mustard (*Hirschfeldia incana*), and also included horehound (*Marrubium vulgare*) and a black elder (*Sambucus nigra*).

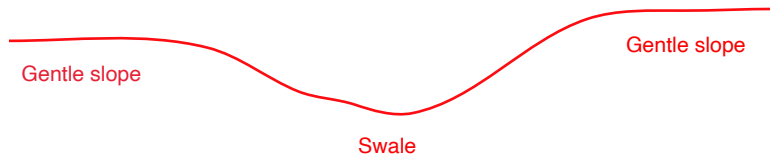
## Arid West Ephemeral and Intermittent Streams OHWM Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 6 <b>Investigator(s):</b> Sarah Krejca, Chelsea Polevy	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 25	<b>Time:</b> 1130 <b>State:</b> CA <b>Photo end file#:</b> 25
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Exeter Cherry Valley Aquatic Resource Delineation Report Review Area <hr/> <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.962849, -117.017148	
<b>Potential anthropogenic influences on the channel system:</b> Area has been recently mowed; area is undeveloped but site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; swale-like feature within area of non-native grassland		
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHW:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHW and record the indicators. Record the OHW position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:****OHWM**

GPS point: 33.962849, -117.017148

**Indicators:**

- ☐ Change in average sediment texture
- ☐ Change in vegetation species
- ☐ Change in vegetation cover

- ☐ Break in bank slope
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

Area did not contain clear bed and bank indicators; no change in sediment texture or break in slope; vegetation in swale and adjacent upland area did not differ (both heavily vegetated and dominated by non-native grasses). Data was collected during a drought year; however, historic aerials and previous delineation note consistent conditions.

**Floodplain unit:**☐ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA
- ☐ Early (herbaceous & seedlings)
- ☐ Mid (herbaceous, shrubs, saplings)
- ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks
- ☐ Ripples
- ☐ Drift and/or debris
- ☐ Presence of bed and bank
- ☐ Benches

- ☐ Soil development
- ☐ Surface relief
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

**Comments:**

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

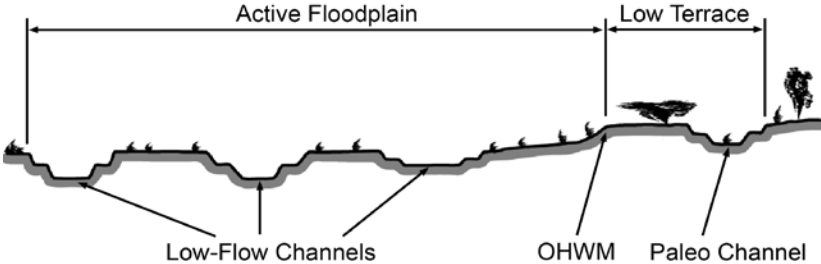
- |   |  |
|---|--|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |   |
|---|---|
| <input type="checkbox"/> Mudcracks                | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____     |

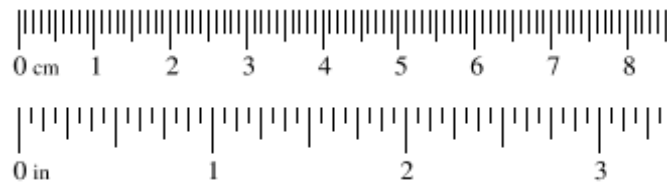
**Comments:**

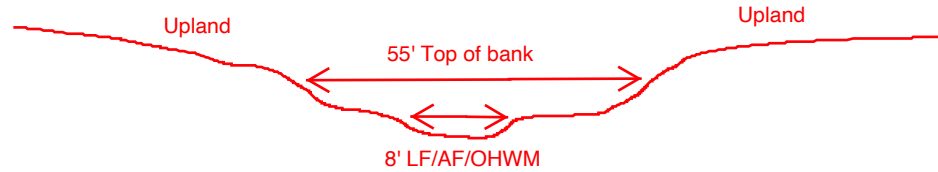
## Arid West Ephemeral and Intermittent Streams OHW M Datasheet

<b>Project:</b> Beaumont Summit Station <b>Project Number:</b> N/A <b>Stream:</b> ODP 7 <b>Investigator(s):</b> Chelsea Polevy, Sarah Krejca	<b>Date:</b> 06/03/2021 <b>Town:</b> Beaumont <b>Photo begin file#:</b> 33	<b>Time:</b> 1415 <b>State:</b> CA <b>Photo end file#:</b> 34
Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Do normal circumstances exist on the site?  Y <input checked="" type="checkbox"/> / N <input type="checkbox"/> Is the site significantly disturbed?	<b>Location Details:</b> Exeter Cherry Valley Aquatic Resource Delineation Report Review Area <hr/> <b>Projection:</b> WGS 84 <b>Datum:</b> NAD 83 <b>Coordinates:</b> 33.962282, -117.021353	
<b>Potential anthropogenic influences on the channel system:</b> Area receives upstream flows from runoff from developed road (Brookside Avenue) and from culvert that crosses under Brookside Avenue; site was formerly used as a ranch/poultry farm.		
<b>Brief site description:</b> Disturbed site formerly used as ranch/poultry farm; large drainage feature in southern portion of site within area mapped as tree of heaven.		
<b>Checklist of resources (if available):</b> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> Aerial photography            Dates:  <input checked="" type="checkbox"/> Topographic maps  <input type="checkbox"/> Geologic maps  <input checked="" type="checkbox"/> Vegetation maps  <input checked="" type="checkbox"/> Soils maps  <input checked="" type="checkbox"/> Rainfall/precipitation maps  <input checked="" type="checkbox"/> Existing delineation(s) for site  <input checked="" type="checkbox"/> Global positioning system (GPS)  <input type="checkbox"/> Other studies         </div> <div style="width: 45%;"> <input type="checkbox"/> Stream gage data            Gage number:            Period of record:  <input type="checkbox"/> History of recent effective discharges  <input type="checkbox"/> Results of flood frequency analysis  <input type="checkbox"/> Most recent shift-adjusted rating  <input type="checkbox"/> Gage heights for 2-, 5-, 10-, and 25-year events and the most recent event exceeding a 5-year event         </div> </div>		
<b>Hydrogeomorphic Floodplain Units</b> 		
<b>Procedure for identifying and characterizing the floodplain units to assist in identifying the OHWM:</b> <ol style="list-style-type: none"> <li>1. Walk the channel and floodplain within the study area to get an impression of the geomorphology and vegetation present at the site.</li> <li>2. Select a representative cross section across the channel. Draw the cross section and label the floodplain units.</li> <li>3. Determine a point on the cross section that is characteristic of one of the hydrogeomorphic floodplain units.           <ol style="list-style-type: none"> <li>a) Record the floodplain unit and GPS position.</li> <li>b) Describe the sediment texture (using the Wentworth class size) and the vegetation characteristics of the floodplain unit.</li> <li>c) Identify any indicators present at the location.</li> </ol> </li> <li>4. Repeat for other points in different hydrogeomorphic floodplain units across the cross section.</li> <li>5. Identify the OHWM and record the indicators. Record the OHWM position via:           <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> <input checked="" type="checkbox"/> Mapping on aerial photograph  <input checked="" type="checkbox"/> Digitized on computer           </div> <div> <input checked="" type="checkbox"/> GPS  <input type="checkbox"/> Other:           </div> </div> </li> </ol>		

### Wentworth Size Classes

Inches (in)	Millimeters (mm)	Wentworth size class	
10.08	256	Boulder	Gravel
2.56	64	Cobble	
0.157	4	Pebble	
0.079	2.00	Granule	
0.039	1.00	Very coarse sand	Sand
0.020	0.50	Coarse sand	
1/2 0.0098	0.25	Medium sand	
1/4 0.005	0.125	Fine sand	
1/8 0.0025	0.0625	Very fine sand	
1/16 0.0012	0.031	Coarse silt	Silt
1/32 0.00061	0.0156	Medium silt	
1/64 0.00031	0.0078	Fine silt	
1/128 0.00015	0.0039	Very fine silt	
		Clay	Mud



**Cross section drawing:**Facing upstream  
(east)**OHWM**

GPS point: 33.962282, -117.021353

**Indicators:**

- ☒ Change in average sediment texture  
☒ Change in vegetation species  
☒ Change in vegetation cover

- ☒ Break in bank slope  
☐ Other: \_\_\_\_\_  
☐ Other: \_\_\_\_\_

**Comments:**

Approximately 8-foot wide OHWM primarily defined by a change in average sediment texture, change in vegetation species and cover, and faint break in bank slope. Data was collected during a drought year; however, indicators still observed and consistent with anticipated extent of OHWM based on review of aerials and site conditions/topography.

**Floodplain unit:**☒ Low-Flow Channel☐ Active Floodplain☐ Low Terrace/Upland

GPS point: N/A

**Characteristics of the floodplain unit:**

Average sediment texture: \_\_\_\_\_

Total veg cover: \_\_\_\_\_ % Tree: \_\_\_\_\_ % Shrub: \_\_\_\_\_ % Herb: \_\_\_\_\_ %

Community successional stage:

- ☐ NA ☐ Mid (herbaceous, shrubs, saplings)  
☐ Early (herbaceous & seedlings) ☐ Late (herbaceous, shrubs, mature trees)

**Indicators:**

- ☐ Mudcracks ☐ Soil development  
☐ Ripples ☐ Surface relief  
☐ Drift and/or debris ☐ Other: \_\_\_\_\_  
☐ Presence of bed and bank ☐ Other: \_\_\_\_\_  
☐ Benches ☐ Other: \_\_\_\_\_

**Comments:**

Low-flow channel (LF) is indistinguishable/cannot be determined from AF/OHWM.



**Floodplain unit:** ☐ Low-Flow Channel ☒ Active Floodplain ☐ Low Terrace/Upland

**GPS point:** Same as OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium sand

Total veg cover: 0 % Tree: 0 % Shrub: 0 % Herb: 0 %

Community successional stage:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> NA                  | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)      |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |  |   |
|--|---|
| <input type="checkbox"/> Mudcracks                           | <input type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                             | <input type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris                 | <input type="checkbox"/> Other: _____     |
| <input checked="" type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____     |
| <input type="checkbox"/> Benches                             | <input type="checkbox"/> Other: _____     |

**Comments:**

AF defined by faint break in bank slope; AF unvegetated.

**Floodplain unit:** ☐ Low-Flow Channel ☐ Active Floodplain ☒ Low Terrace/Upland

**GPS point:** Just above AF/OHWM

**Characteristics of the floodplain unit:**

Average sediment texture: Medium silt

Total veg cover: 100 % Tree: 10 % Shrub: 5 % Herb: 85 %

Community successional stage:

- |   |   |
|---|---|
| <input type="checkbox"/> NA                             | <input type="checkbox"/> Mid (herbaceous, shrubs, saplings)                 |
| <input type="checkbox"/> Early (herbaceous & seedlings) | <input checked="" type="checkbox"/> Late (herbaceous, shrubs, mature trees) |

**Indicators:**

- |   |  |
|---|--|
| <input type="checkbox"/> Mudcracks                | <input checked="" type="checkbox"/> Soil development |
| <input type="checkbox"/> Ripples                  | <input checked="" type="checkbox"/> Surface relief   |
| <input type="checkbox"/> Drift and/or debris      | <input type="checkbox"/> Other: _____                |
| <input type="checkbox"/> Presence of bed and bank | <input type="checkbox"/> Other: _____                |
| <input type="checkbox"/> Benches                  | <input type="checkbox"/> Other: _____                |

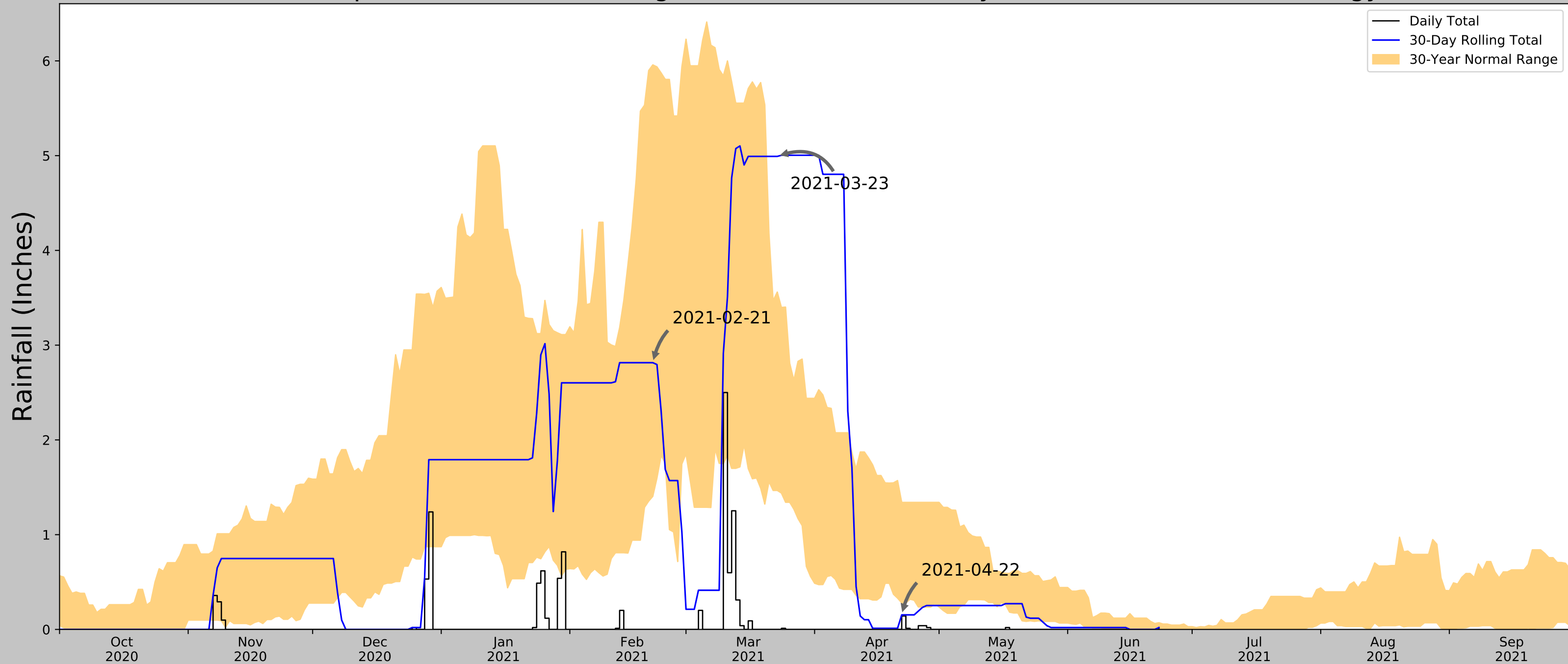
**Comments:**

No true low terrace; uplands defined by soil development and surface relief; uplands were dominated with non-native grasses and tree of heaven (*Ailanthus altissima*).

## **APPENDIX F**

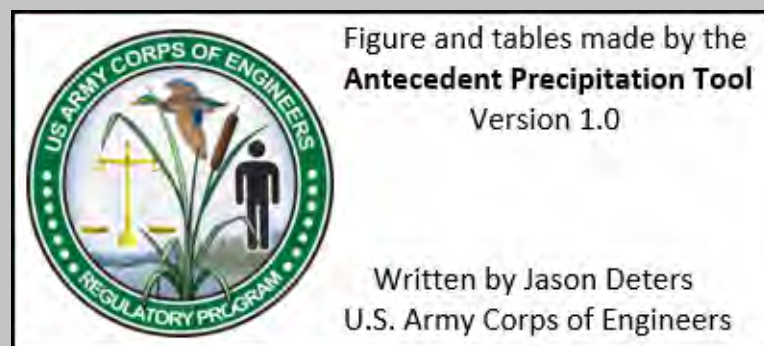
### **ANTECEDENT PRECIPITATION TOOL OUTPUT**

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



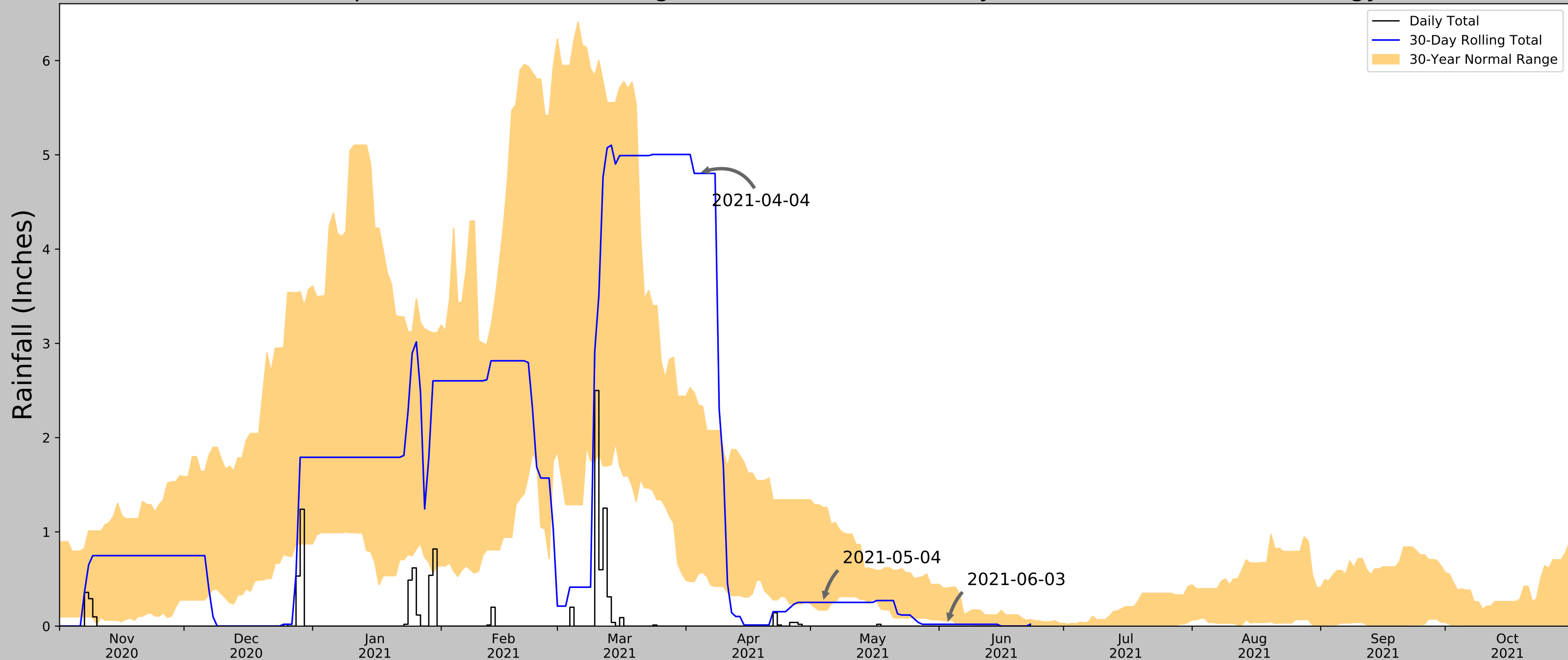
Coordinates	33.965141, -117.019732
Observation Date	2021-04-22
Elevation (ft)	2485.7
Drought Index (PDSI)	Severe drought
WebWIMP H <sub>2</sub> O Balance	Dry Season

30 Days Ending	30 <sup>th</sup> %ile (in)	70 <sup>th</sup> %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2021-04-22	0.279528	1.340945	0.153543	Dry	1	3	3
2021-03-23	1.466535	3.561024	4.992126	Wet	3	2	6
2021-02-21	1.404331	5.958268	2.814961	Normal	2	1	2
Result							Normal Conditions - 11



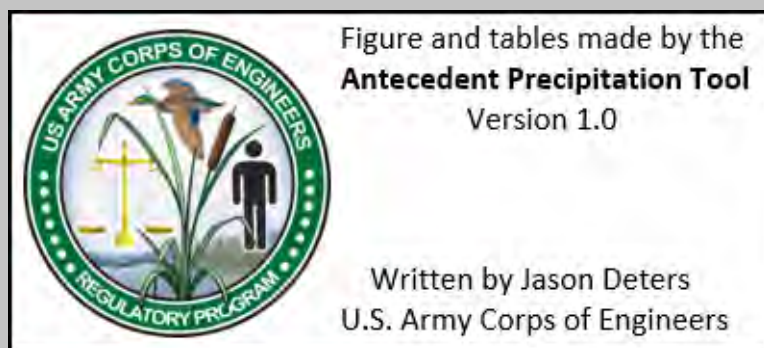
Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
CORONA 12.5 SE	33.7346, -117.4315	1301.837	28.496	1183.863	46.559	149	0
DESERT HOT SPRINGS 3.0 NW	33.9855, -116.5415	1338.911	27.438	1146.789	43.813	1581	0
HOMELAND 1.7 NNE	33.769, -117.0923	2248.032	14.177	237.668	9.749	10	3
IDYLLWILD 1.8 NW	33.7631, -116.735	6325.131	21.488	3839.431	92.171	1557	0
HEMET 4.1 ENE	33.7527, -116.9196	1698.163	15.763	787.537	19.507	1076	87
CORONA 12.8 SE	33.7307, -117.4276	1403.871	28.463	1081.829	43.6	102	0
BIG BEAR LAKE	34.2431, -116.9169	6752.953	20.086	4267.253	94.751	6722	0
ELSINORE	33.6861, -117.3458	1268.045	26.87	1217.655	44.81	135	0
HEMET	33.7381, -116.8939	1811.024	17.269	674.676	19.422	21	0

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



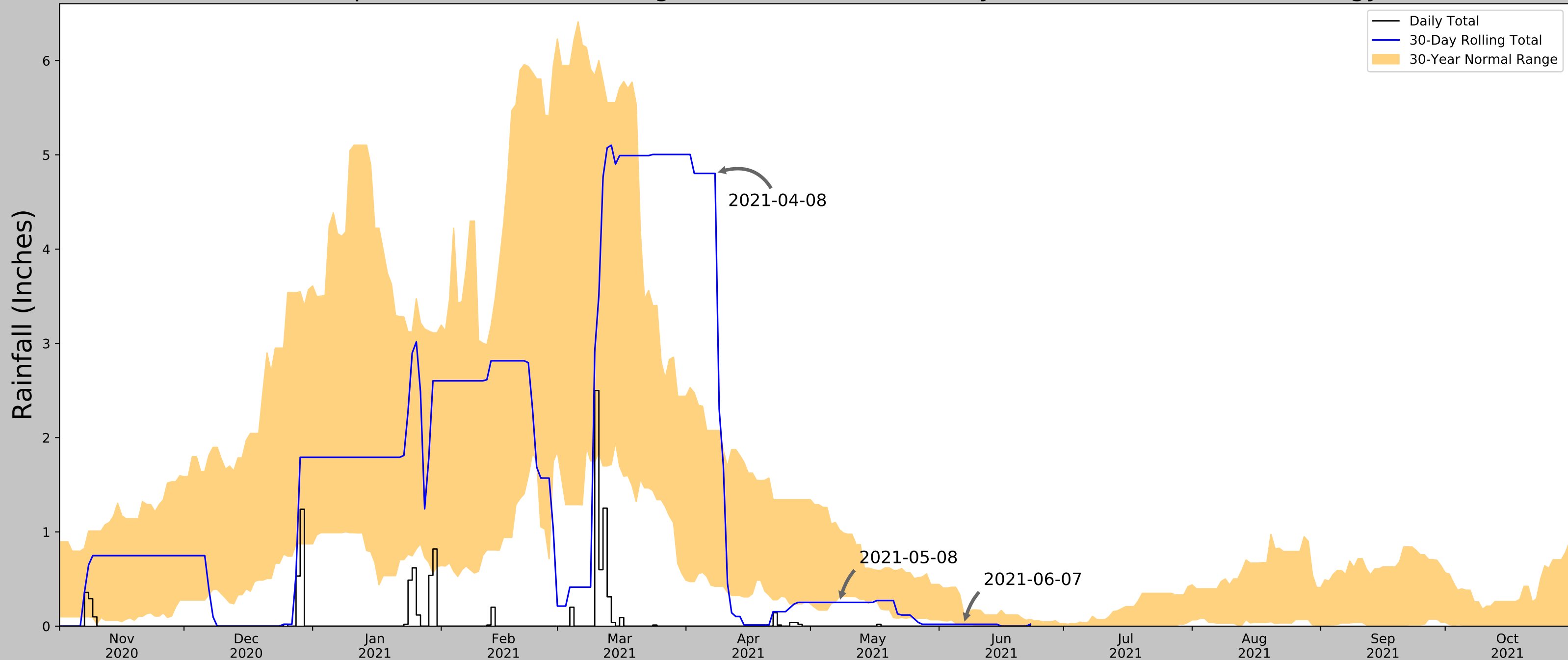
Coordinates	33.965141, -117.019732
Observation Date	2021-06-03
Elevation (ft)	2485.7
Drought Index (PDSI)	Extreme drought (2021-05)
WebWIMP H <sub>2</sub> O Balance	Dry Season

30 Days Ending	30 <sup>th</sup> %ile (in)	70 <sup>th</sup> %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2021-06-03	0.054331	0.403937	0.019685	Dry	1	3	3
2021-05-04	0.170079	1.26063	0.251969	Normal	2	2	4
2021-04-04	0.558661	2.34252	4.80315	Wet	3	1	3
Result							Normal Conditions - 10



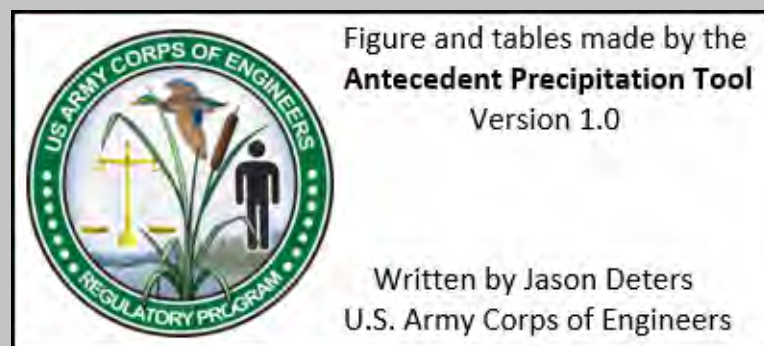
Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
CORONA 12.5 SE	33.7346, -117.4315	1301.837	28.496	1183.863	46.559	149	0
DESERT HOT SPRINGS 3.0 NW	33.9855, -116.5415	1338.911	27.438	1146.789	43.813	1581	0
HOMELAND 1.7 NNE	33.769, -117.0923	2248.032	14.177	237.668	9.749	10	3
IDYLLWILD 1.8 NW	33.7631, -116.735	6325.131	21.488	3839.431	92.171	1557	0
HEMET 4.1 ENE	33.7527, -116.9196	1698.163	15.763	787.537	19.507	1076	86
CORONA 12.8 SE	33.7307, -117.4276	1403.871	28.463	1081.829	43.6	102	0
BEAUMONT 2.5 NW	33.9543, -117.012	2532.152	0.87	46.452	0.432	0	1
BIG BEAR LAKE	34.2431, -116.9169	6752.953	20.086	4267.253	94.751	6722	0
ELSINORE	33.6861, -117.3458	1268.045	26.87	1217.655	44.81	135	0
HEMET	33.7381, -116.8939	1811.024	17.269	674.676	19.422	21	0

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



Coordinates	33.965141, -117.019732
Observation Date	2021-06-07
Elevation (ft)	2485.7
Drought Index (PDSI)	Extreme drought (2021-05)
WebWIMP H <sub>2</sub> O Balance	Dry Season

30 Days Ending	30 <sup>th</sup> %ile (in)	70 <sup>th</sup> %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2021-06-07	0.017323	0.124409	0.019685	Normal	2	3	6
2021-05-08	0.314173	1.022047	0.251969	Dry	1	2	2
2021-04-08	0.422441	2.075591	4.80315	Wet	3	1	3
Result							Normal Conditions - 11



Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
CORONA 12.5 SE	33.7346, -117.4315	1301.837	28.496	1183.863	46.559	149	0
DESERT HOT SPRINGS 3.0 NW	33.9855, -116.5415	1338.911	27.438	1146.789	43.813	1581	0
HOMELAND 1.7 NNE	33.769, -117.0923	2248.032	14.177	237.668	9.749	10	3
IDYLLWILD 1.8 NW	33.7631, -116.735	6325.131	21.488	3839.431	92.171	1557	0
HEMET 4.1 ENE	33.7527, -116.9196	1698.163	15.763	787.537	19.507	1076	86
CORONA 12.8 SE	33.7307, -117.4276	1403.871	28.463	1081.829	43.6	102	0
BEAUMONT 2.5 NW	33.9543, -117.012	2532.152	0.87	46.452	0.432	0	1
BIG BEAR LAKE	34.2431, -116.9169	6752.953	20.086	4267.253	94.751	6722	0
ELSINORE	33.6861, -117.3458	1268.045	26.87	1217.655	44.81	135	0
HEMET	33.7381, -116.8939	1811.024	17.269	674.676	19.422	21	0

## **APPENDIX G**

### **SITE PHOTOGRAPHS**



## Appendix G. Site Photographs<sup>1</sup>

### Beaumont Summit Station Aquatic Resources Delineation – April 22, 2021; June 3 and 7, 2021



Photo 1. Looking southwest towards Erosional Feature (EF)-1 (yellow line). Vegetation surrounding EF-1 had been recently mowed. EF-1 exhibited a slight break in bank slope, but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other Ordinary High Water Mark (OHWM) indicators. (33.968462, -117.024590). June 3, 2021.



Photo 2. View of OHWM Datasheet Point (ODP) 1, facing west, within the lower topographic area between two gentle slopes just west of EF-1. The lower topographic area did not exhibit any bed and bank indicators, there was no break in slope, and the sediment texture and vegetation did not differ from the lower topographic area to the adjacent slopes (33.968296, -117.024925). June 3, 2021.



Photo 3. View of area of low topography between EF-1 and EF-2, facing southwest (33.967847, -117.024635). June 3, 2021.



Photo 4. View of ODP 2, facing southwest, within EF-2. The gully/erosional feature exhibited a slight break in bank slope but did not exhibit a distinctive change in average sediment texture, change in vegetation species or cover, or any other OHWM indicators, and did not continue downstream (33.967305, -117.025013). June 3, 2021.

<sup>1</sup> See corresponding Figure 5 series for Photo Point Locations. See Aquatic Resource Delineation Report Sections 6 through 8 for a discussion of each feature.





Photo 5. Overview of area of lower topography located east of EF-2, facing east (33.967002, -117.025087). June 3, 2021.



Photo 6. Overview of area of lower topography located west of Basin (B)-2, facing southwest (33.966258, -117.022864). June 3, 2021.

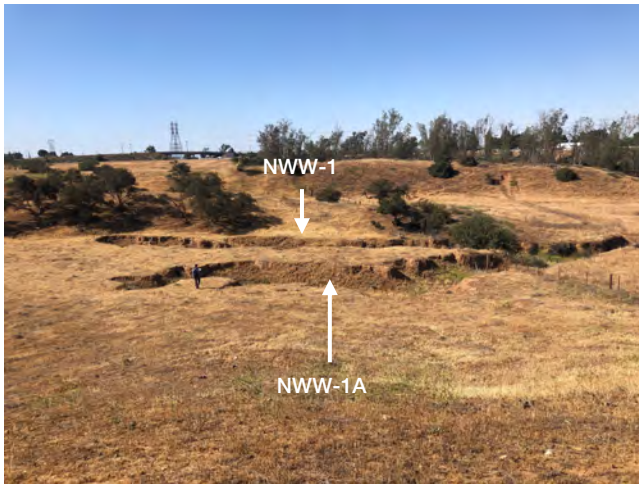


Photo 7. Overview of Non-Wetland Water (NWW)-1A and NWW-1, facing south. NWW-1A and NWW-1 converge just before continuing off site and downstream and exhibiting a more defined bed and bank (33.966304, -117.025167). June 3, 2021.



Photo 8. Upstream view of ODP 3, facing southeast, within NWW-1A. The OHWM was defined by a faint break in bank slope and a change in vegetation cover. NWW-1A and NWW-1 continue downstream where OHWM indicators become more prominent (33.966120, -117.025049). June 3, 2021.





Photo 9. Downstream view of ODP 3, facing west, within NWW-1A. As NWW-1A continues downstream, OHWM indicators become more prominent (33.966076, -117.024773). June 3, 2021.



Photo 10. Downstream view of NWW-1 from upstream extent, facing west. As NWW-1 continues downstream, OHWM indicators become more prominent (33.965835, -117.024734). June 3, 2021.



Photo 11. View of B-1, which contained several mulefat (*Baccharis salicifolia*), facing north. B-1 was previously used as a settling basin to hold manure (33.966130, -117.021422). June 3, 2021.



Photo 12. View of B-2, which contained some mulefat and tree tobacco (*Nicotiana glauca*), facing northeast. B-2 was previously used as a settling basin to hold manure (33.966130, -117.021422). June 3, 2021.





Photo 13. View of B-3, facing south. B-3 was previously used as a settling basin to hold manure (33.965818, -117.021455). June 3, 2021.



Photo 14. View of Wetland Data Form Point (WDP) 1 (white arrow) within small stand of mule fat, facing east, within B-4. WDP 1 met the wetland hydrology parameter; however, hydrophytic vegetation and hydric soil parameters were not met at WDP 1. B-4 was previously used as a settling basin to hold manure (33.965370, -117.022221). June 3, 2021.



Photo 15. View of B-5 facing southeast. B-5 was previously used as a settling basin to hold manure (33.965122 -117.021874). June 3, 2021.



Photo 16. View of area mapped by U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) as a "Reservoir," facing west. No evidence of hydrology was observed (33.965010, -117.021979). June 3, 2021.





Photo 17. Downstream view of NWW-2, facing west. (33.965125, -117.022334). June 7, 2021.



Photo 18. Upstream view of ODP 4, facing east, within NWW-2. The OHWM was defined by a faint break in bank slope and a change in vegetation cover (33.964853, -117.023670). June 7, 2021.



Photo 19. Downstream view of ODP 4, facing west, within NWW-2. Vegetation was dominated by non-native grasses, including short-pod mustard (*Hirschfeldia incana*), ripgut brome (*Bromus diandrus*), and false brome (*Brachypodium distachyon*) (33.964874, -117.023356). June 7, 2021.



Photo 20. View of WDP 2 (white arrow), facing west, within NWW-2. WDP 2 did not meet the hydrophytic vegetation, hydric soil, or wetland hydrology parameters (33.964962, -117.023251). June 7, 2021.





Photo 21. View of NWW-2A (yellow line), which showed faint indicators of an OHWM, as it continues into NWW-2, facing northwest (33.964876, -117.022516). June 7, 2021.



Photo 22. View of culvert outlets located along the southern extent of the review area under Brookside Avenue, facing south. Flows from the culvert outlets continue into NWW-3 (33.961603, -117.018517). June 3, 2021.



Photo 23. Downstream view of NWW-3, facing northwest, located just north of the two culvert outlets under Brookside Avenue before NWW-3 converges with NWW-3A (33.961636, -117.018604). June 3, 2021.



Photo 24. View of EF-4 within the review area, facing west. EF-4 continues west into Swale (S)-1, which ultimately converges with NWW-3A (33.963245, -117.013837). April 22, 2021.





Photo 25. View of ODP 6, facing east, within S-1. S-1 did not exhibit any bed and bank indicators, there was no change in sediment texture or break in slope, and vegetation did not differ between the swale and the adjacent upland area (33.962812, -117.017420). June 3, 2021.



Photo 26. View at upstream extent of NWW-3A, facing southwest, just west of S-2 (33.963458, -117.016526). June 3, 2021.

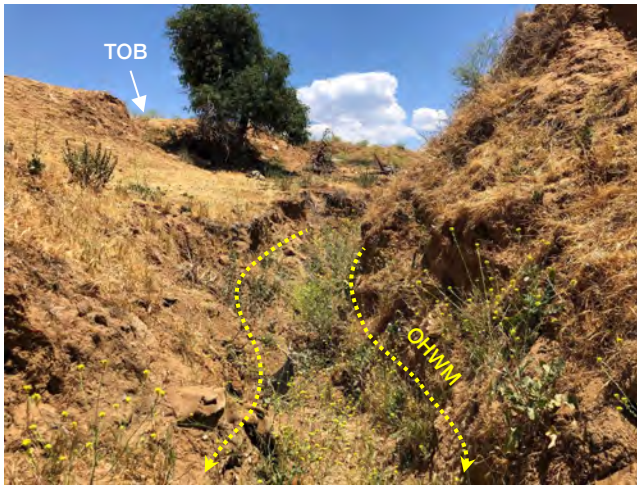


Photo 27. Upstream view of ODP 5, facing northeast, within NWW-3A. The OHWM was primarily defined by a break in bank slope, change in average sediment texture, and change in vegetation species (33.963053, -117.017202). June 3, 2021.

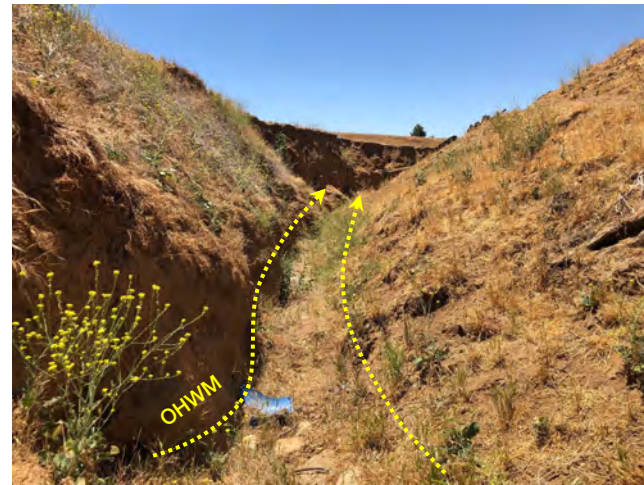


Photo 28. Downstream view of ODP 5, facing southwest, within NWW-3A (33.963266, -117.017032). June 3, 2021.





Photo 29. View of S-3, facing south, as it travels towards NWW-3A (33.9632961, -117.018316). April 22, 2021.



Photo 30. Downstream view of NWW-3A, facing southwest (33.962811, -117.018492). June 3, 2021.



Photo 31. Downstream view of area of NWW-3A exhibiting a faint OHWM, facing west (33.962373, -117.019364). June 3, 2021.



Photo 32. Downstream view of NWW-3, located west of the convergence of NWW-3 and NWW-3A, facing southwest (33.962054, -117.02037). June 3, 2021.





Photo 33. Upstream view of ODP 7, facing east, within NWW-3. The OHWM was primarily defined by a change in average sediment texture, change in vegetation species and cover, and faint break in bank slope (33.962257, -117.021513).



Photo 34. Downstream view of ODP 7, facing west, within NWW-3 (33.962335, -117.021187). June 3, 2021.



Photo 35. View of WDP 3, facing north, within NWW-3. WDP 3 met the hydrophytic vegetation parameter; however, hydric soil and wetland hydrology parameters were not met within WDP 3 (33.962696, -117.022892). June 7, 2021.



Photo 36. View of EF-6 (yellow line), facing northwest, which travels into area with some mulefat and tree tobacco, just east of NWW-3B. EF-6 did not appear to contribute flows to NWW-3B (33.963667, -117.020341). June 3, 2021.





Photo 37. View of EF-7 (yellow arrow), just south of EF-6, facing south/southwest. EF-7 converges with EF-8 (white arrow), neither of which appeared to contribute flows to NWW-3B (33.963581, -117.020494). June 3, 2021.



Photo 38. Looking downstream from the south side of the upstream extent of NWW-3B, facing northwest (33.963553, -117.021142). June 3, 2021.



Photo 39. View of D-1, facing east (33.965103, -117.019365). April 22, 2021.



Photo 40. View of area where D-1 abruptly stops, facing south. Flows likely continue as sheet flow into S-5, before continuing into NWW-3B1 (33.964824, -117.020845). June 3, 2021.





Photo 41. View of NWW-3B1, facing south. Flows continue south/southwest into NWW-3B (white arrow) (33.964550, -117.021793). June 3, 2021.



Photo 42. Downstream view of NWW-3B, facing west (33.963775, -117.022856). April 22, 2021.

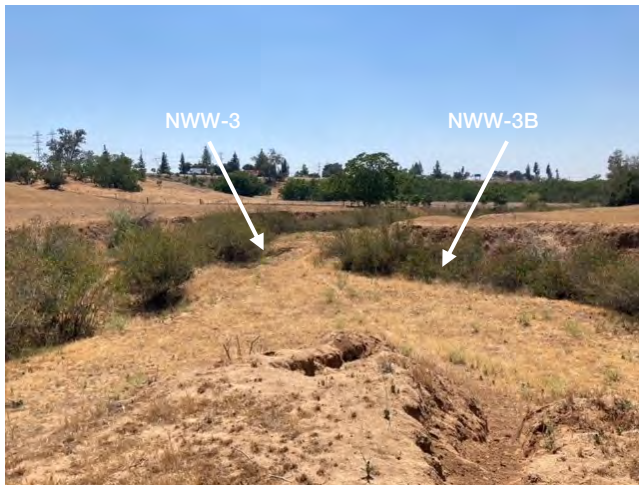


Photo 43. Downstream view of the convergence of NWW-3 and NWW-3B, facing west, before NWW-3 continues off site (33.963316, -117.023726). June 3, 2021.



Photo 44. View of slight depressional area surrounded by mulefat scrub, located south of NWW-3B, facing west. No evidence of hydrology was observed (33.963283, -117.021269). June 3, 2021.



Photo 45. East facing view of area mapped by USGS NHD as a "Reservoir" and where a basin was previously located east of EF-8. No evidence of hydrology was observed (33.963493, -117.020227). June 3, 2021.



Photo 46. Southeast facing view of area where a basin was previously located west of S-3. No evidence of hydrology was observed (33.963274, -117.019648). June 3, 2021.

## **APPENDIX H**

### **LITERATURE CITATIONS AND REFERENCES**

## APPENDIX H. LITERATURE CITATIONS AND REFERENCES

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## **APPENDIX I**



**ORM BULK UPLOAD AQUATIC RESOURCES OR  
CONSOLIDATED EXCEL SPREADSHEET**

Waters_Name	State	Cowardin_Code	HGM_Code	Meas_Type	Amount	Units	Waters_Type	Latitude	Longitude
NWW-1	CALIFORNIA	R6		Area	0.018	ACRE	DELINEATE	33.965908	-117.025153
NWW-1A	CALIFORNIA	R6		Area	0.021	ACRE	DELINEATE	33.966006	-117.025084
NWW-2	CALIFORNIA	R6		Area	0.087	ACRE	DELINEATE	33.964929	-117.023925
NWW-2A	CALIFORNIA	R6		Area	0.004	ACRE	DELINEATE	33.964977	-117.022656
NWW-2B	CALIFORNIA	R6		Area	0.012	ACRE	DELINEATE	33.965185	-117.022994
NWW-2C	CALIFORNIA	R6		Area	0.007	ACRE	DELINEATE	33.964845	-117.023224
NWW-3	CALIFORNIA	R6		Area	0.385	ACRE	DELINEATE	33.962391	-117.021747
NWW-3A	CALIFORNIA	R6		Area	0.146	ACRE	DELINEATE	33.962760	-117.018132
NWW-3B	CALIFORNIA	R6		Area	0.117	ACRE	DELINEATE	33.963540	-117.022834
NWW-3B1	CALIFORNIA	R6		Area	0.0301001	ACRE	DELINEATE	33.964055	-117.021934



## **APPENDIX J**

**GIS DATA (PROVIDED ELECTRONICALLY TO AGENCIES)**

## **APPENDIX B**

### **BEAUMONT SUMMIT STATION PROJECT BURROWING OWL SURVEY REPORT**



## BEAUMONT SUMMIT STATION PROJECT

### PROTOCOL PRESENCE/ABSENCE 2021 SURVEY REPORT FOR BURROWING OWL (*Athene cunicularia*)

Riverside County, California

October 5, 2021

Prepared for:  
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Appendix B – Bird Species Observed During Burrowing Owl Focused Surveys

## 1 SUMMARY

This report is a summary of focused burrowing owl (*Athene cunicularia*; BUOW) surveys Rocks Biological Consulting (RBC) conducted for the Beaumont Summit Station Project (project) in the City of Beaumont, Riverside County, California. The project is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Burrowing Owl Survey Area (RCA 2021). RBC conducted a habitat assessment for BUOW on April 22, 2021 in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions (RCA 2006).

Based on the presence of suitable habitat, RBC conducted breeding season BUOW surveys between May 12, 2021 and July 6, 2021 in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (RCA 2006 and California Department of Fish and Wildlife (CDFW) *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). No BUOW, active burrows, or sign were documented within the survey area.

## 2 INTRODUCTION

### 2.1 PROJECT LOCATION & PROPOSED ACTIVITY

The project is in the northwestern portion of the City of Beaumont, California (Figure 1). The project site is approximately 191 acres, located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10). The project would amend the approved Sunny-Cal Specific Plan (2007) and would include development of the site for an e-commerce center, commercial development, open space (parks/trails and buffer), and roads. Development start time will be dependent on processing time but is scheduled to begin in fall 2022 with an estimated construction time of approximately one year.

### 2.2 BURROWING OWL NATURAL HISTORY

Within California, BUOW is listed by the California Department of Fish and Wildlife (CDFW) as a Species of Special Concern (SSC). Suitable habitat for BUOW is generally typified by short, sparse vegetation with few shrubs, level to gentle topography, and well-drained soils, such as naturally occurring grassland, shrub steppe, and desert habitats (Haug et al. 1993). Additionally, BUOW may occur in agricultural areas, ruderal grassy fields, vacant lots and pastures containing suitable vegetation structure and useable burrows and foraging habitat in proximity (Gervais et al. 2008). Typically, BUOW use burrows that have been dug by other species, termed host burrowers. In California, BUOW frequently use burrows dug by California ground squirrel (*Otospermophilus beecheyi*) and round-tailed ground squirrel (*Citellus tereticaudus*) and dens or holes dug by other fossorial species, including badger (*Taxidea taxus*), coyote (*Canis latrans*), and fox (e.g., San Joaquin kit fox [*Vulpes macrotis mutica*]) (Ronan 2002). In addition, BUOW also frequently use natural rock cavities, debris piles, culverts, and pipes for nesting and roosting (Rosenberg et al. 1998) and have been documented using artificial burrows for nesting and cover (Belthoff and Smith 2003). Occupancy of burrowing owl habitat is confirmed at a site when at least one burrowing owl, or its sign at or near a burrow entrance, is observed within the last three years (Rich 1984).

### 3 METHODS

RBC biologists conducted a habitat assessment for BUOW on April 22, 2021 in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (RCA 2006). Based on the presence of suitable habitat on-site, RBC avian biologists Ian Hirschler and Chris Thomson conducted focused burrow surveys and focused breeding season BUOW surveys between May 12 and July 6, 2021 in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (RCA 2006) and the *CDFW Staff Report on Burrowing Owl Mitigation* (CDFW 2012). Mr. Hirschler is a wildlife biologist with over six years of professional experience and a Bachelor of Science degree in field and wildlife biology. Mr. Thomson is a wildlife biologist with over three years of professional experience and a Bachelor of Science degree in environmental science with a focus on ornithology. Both biologists have extensive experience performing burrowing owl surveys.

The survey area included the project site, as well as all suitable habitat within a 500-foot buffer per CDFW guidance (Figure 2). Survey timing followed MSHCP Instructions which calls for focused burrowing owl surveys consisting of site visits on four separate days; however, survey methodologies followed those presented in the *CDFW Staff Report on Burrowing Owl Mitigation* (CDFW 2012).

Two visits were required for each survey 'pass' due to the size of the site and survey timing restrictions. During each survey, RBC avian biologists walked through suitable BUOW habitat within the survey area via straight-line transects spaced 10 meters (m) to 30 m apart, adjusting for vegetation height and density, and used binoculars to scan the survey area at least every 100 m for BUOW, active burrows, and/or sign of BUOW. No calls were used. Care was taken to minimize disturbance near suitable burrows to avoid flushing any burrowing owls. All observed burrows were examined for sign, including feathers, pellets, whitewash, and prey remains. Burrows were considered active if a BUOW was observed at or near the entrance or if recent sign was present. All BUOW, active burrows, and BUOW sign were mapped in the geographic information system (GIS) program ArcGIS Collector. Survey dates, times, and weather conditions are presented in Table 1, below. Climatic and temporal conditions did not affect BUOW detection or survey scope.

Table 1. Burrowing Owl Survey Dates and Conditions

Survey Number	Date	Surveyor(s)	Time (Start; End)	Temp (F) (Start; End)	Cloud Cover (%) (Start; End)	Wind Range (mph) (Start; End)	Precip. (Start; End)	Visibility (Lo, Med, High) (Start; End)
1 (dusk)	5/12/21	I. Hirschler, C. Thomson	1730-1930	81-70	0-0	3-7; 3-7	0-0	High; High
1 (dawn)	5/13/21	I. Hirschler, C. Thomson	0715-0930	60-70	0-0	0-2; 1-4	0-0	High; High
2 (dusk)	6/6/21	I. Hirschler, C. Thomson	1730-1945	77-67	0-0	5-8; 5-8	0-0	High; High
2 (dawn)	6/7/21	I. Hirschler, C. Thomson	0730-1000	52-75	100-100	0-2; 1-3	0-0	High; High
3 (dusk)	6/23/21	I. Hirschler	1745-1930	76-74	80-60	2-5; 0-2	0-0	High; High
3 (dawn)	6/24/21	I. Hirschler	0715-1000	64-69	15-5	0-2; 0-2	0-0	High; High
4 (dusk)	7/5/21	I. Hirschler, H. Swarthout <sup>1</sup>	1715-1945	88-82	0-0	0-2; 1-4	0-0	High; High
4 (dawn)	7/6/21	I. Hirschler	1715-1945	88-82	0-0	0-2; 1-4	0-0	High; High

<sup>1</sup>Hannah Swarthout participated in survey 4 (dusk) as a trainee

## 4 RESULTS

### 4.1 EXISTING CONDITIONS & HABITAT ASSESSMENT

The project site is composed primarily of non-native grassland dominated by red brome (*Bromus rubens*) and goldentop grass (*Lamarckia aurea*) as well as developed land. The developed land on-site consists of multiple concrete foundations and several abandoned outbuildings that supported former poultry and egg farm operations. The project site also supports several canyons and drainages composed of non-native grassland, mulefat thickets, non-native riparian habitat and Riversidian sage scrub.

During the initial BUOW habitat assessment, most of the survey area was determined to be suitable BUOW habitat based on the presence of open grassland and several observations of California ground squirrel activity at suitable burrows throughout the project site. Photographs of site conditions are presented in Appendix A.

### 4.2 BURROWING OWL SURVEY RESULTS

RBC conducted four focused BUOW surveys during the breeding season (February 1 to August 31) between May 12, 2021 and July 6, 2021. No BUOW, sign, or active burrows were observed during focused surveys.

No evidence of owl predation was observed; however, common predators in the area include coyote, gray fox (*Urocyon cinereoargenteus*), and raccoon (*Procyon lotor*). Additionally, 34 bird species were observed during protocol surveys as listed in Appendix B.

## **5 BURROWING OWL MITIGATION**

Pursuant to the MSHCP, all project sites containing burrows or suitable habitat require pre-construction surveys (RCA 2006). The pre-construction surveys will be conducted in accordance with MSHCP Objective 6 for BUOW. As such, the following minimization and avoidance measure is required in order to avoid direct impacts on BUOW:

A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are documented on site, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, as specified in the MSHCP.

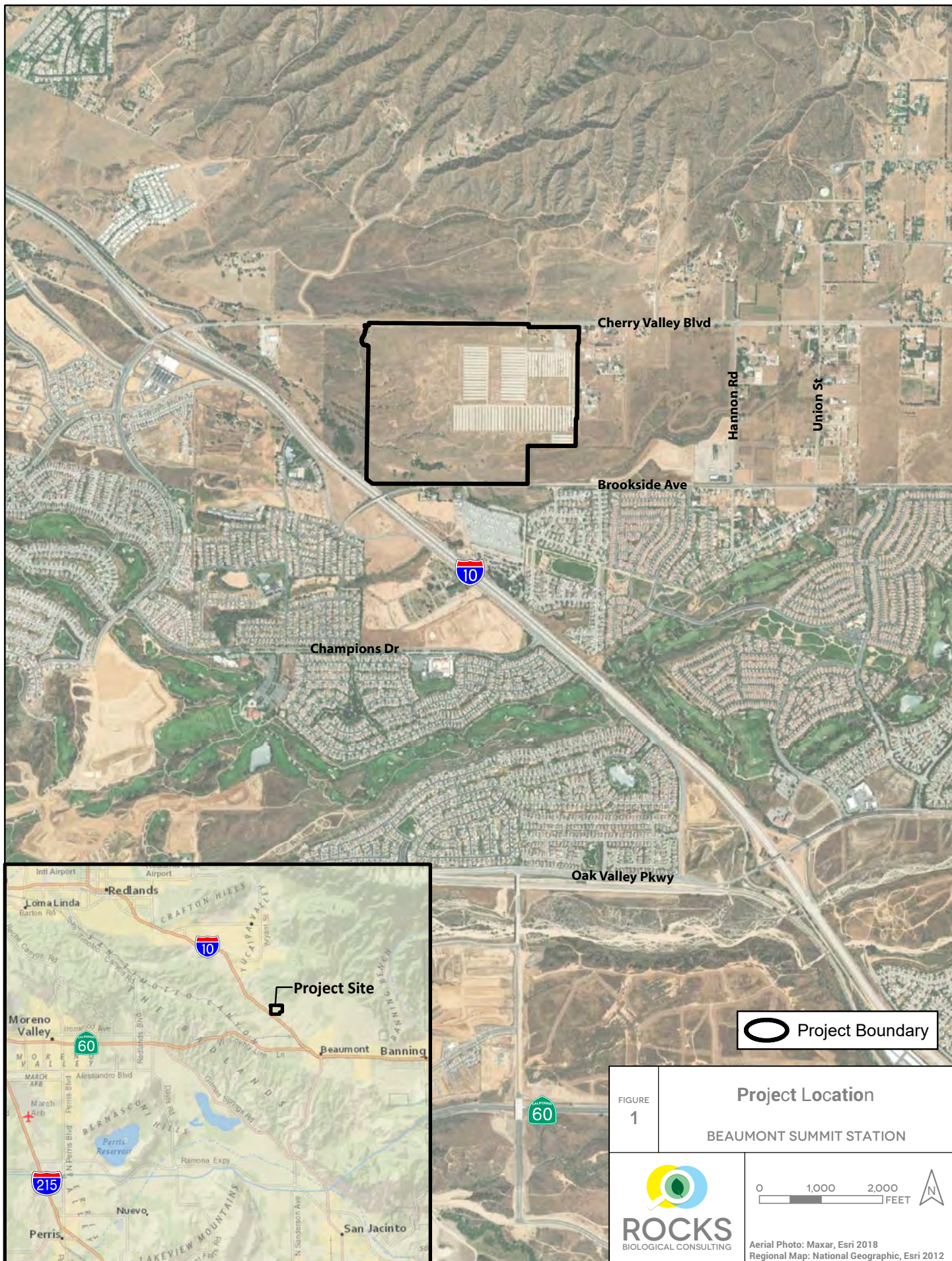
## **6 CONCLUSIONS**

No BUOW, active burrows, or BUOW sign were documented within the project site during the focused BUOW surveys conducted between May 12, 2021 and July 6, 2021. However, due to the presence of suitable habitat on site and the potential for future occupation of the site, pre-construction surveys will be required to avoid potential direct impacts on BUOW resulting from the project in conformance with the MSHCP.

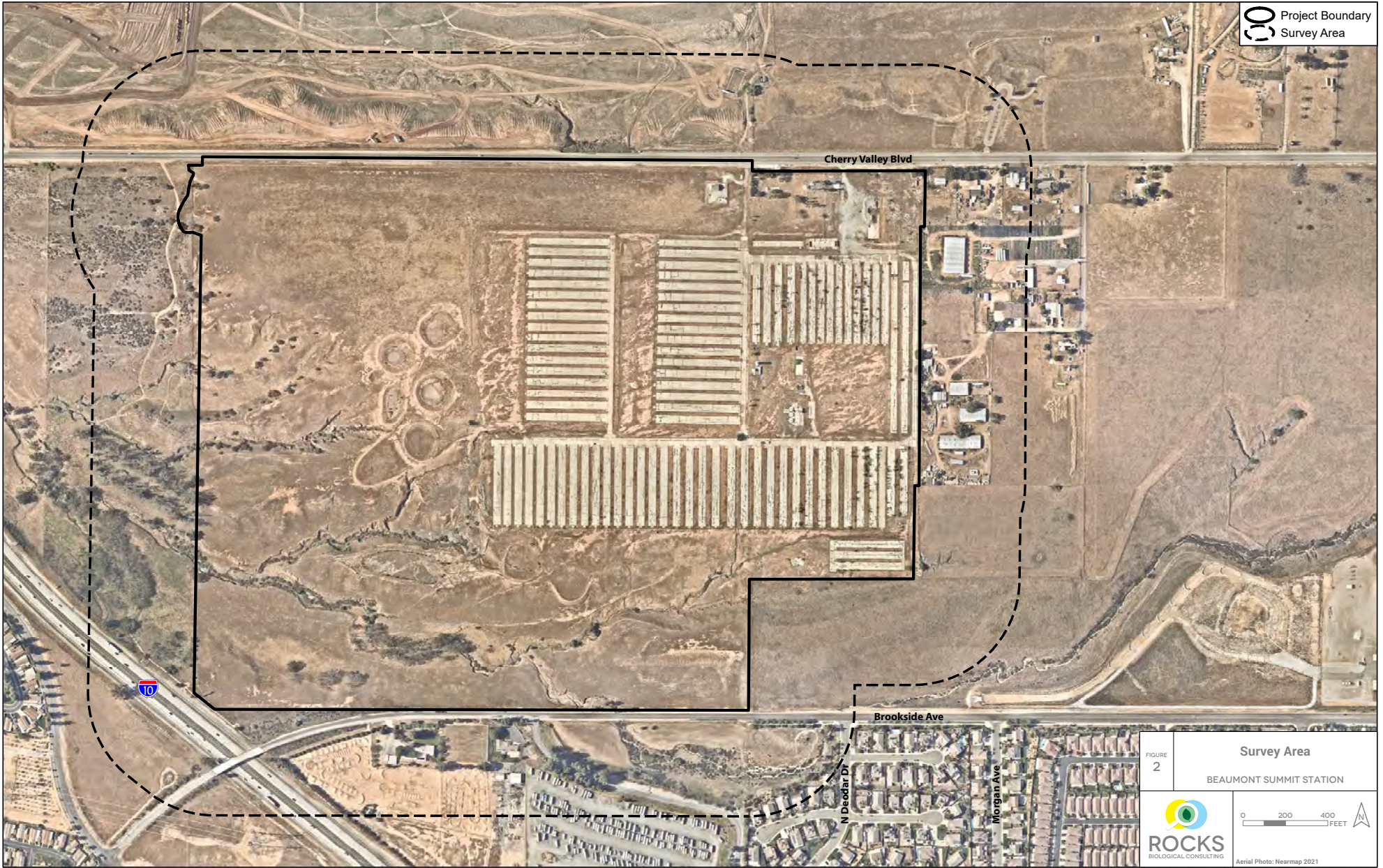


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Project Boundary  
Survey Area

Cherry Valley Blvd

Brookside Ave

10

N Deedar Dr

Morgan Ave

FIGURE  
2

Survey Area

BEAUMONT SUMMIT STATION



ROCKS  
BIOLOGICAL CONSULTING

0 200 400 FEET

Aerial Photo: Nearmap 2021

## **APPENDIX A**

### **SITE PHOTOGRAPHS**



Appendix A  
Site Photographs



Photo 1. Overview of project site from the western site boundary, showing drainages running through non-native grassland, facing northeast on April 22, 2021.



Photo 2. View of non-native grassland in the western portion of the project site, showing oaks and drainages containing mulefat, facing west on April 22, 2021.



Photo 3. View of non-native grassland within central portion of the project, facing east on April 22, 2021.



Photo 4. Picture of concrete pads within the central portion of the project, facing south on April 22, 2021.





Photo 5. Representative photos from April 22, 2021 of the non-native riparian (*Ailanthus altissima*) within the drainages in the southwestern portion of the site; stands have a height of up to approximately 25 feet.



Photo 6. South-facing view of mulefat scrub within the drainages in the southwestern portion of the site, facing west on May 27, 2021.



Photo 7. Representative picture of the drainages within the southwestern portion of the project site, facing east on April 22, 2021.



Photo 8. Representative picture of the drainages within the southwestern portion of the project site, facing north on April 22, 2021.





Photo 9. Representative photo of the small-mammal burrows throughout the non-native grassland within the survey area.



Photo 10. Representative photo of the adjacent chamise chaparral habitat northwest of project boundary on July 20, 2021.

## **APPENDIX B**

### **BIRD SPECIES OBSERVED DURING FOCUSED BURROWING OWL SURVEYS**

## Appendix B


### Bird Species Observed During Burrowing Owl Focused Surveys

Family	Common Name	Scientific Name
Accipitridae	red-tailed hawk	<i>Buteo jamaicensis</i>
Alaudidae	horned lark	<i>Eremophila alpestris</i>
Charadriidae	killdeer	<i>Charadrius vociferus</i>
Columbidae	rock pigeon	<i>Columba livia</i>
Columbidae	Eurasian collared-dove	<i>Streptopelia decaocto</i>
Columbidae	mourning dove	<i>Zenaida macroura</i>
Corvidae	American crow	<i>Corvus brachyrhynchos</i>
Corvidae	common raven	<i>Corvus corax</i>
Falconidae	American kestrel	<i>Falco sparverius</i>
Fringillidae	house finch	<i>Haemorhous mexicanus</i>
Fringillidae	Lawrence's goldfinch	<i>Spinus lawrencei</i>
Fringillidae	lesser goldfinch	<i>Spinus psaltria</i>
Hirundinidae	barn swallow	<i>Hirundo rustics</i>
Hirundinidae	cliff swallow	<i>Petrochelidon pyrrhonota</i>
Hirundinidae	northern rough-winged swallow	<i>Stelgidopteryx serripennis</i>
Icteridae	Brewer's blackbird	<i>Euphagus cyanocephalus</i>
Icteridae	Bullock's oriole	<i>Icterus bullockii</i>
Icteridae	hooded oriole	<i>Icterus cucullatus</i>
Icteridae	western meadowlark	<i>Sturnella neglecta</i>
Mimidae	northern mockingbird	<i>Mimus polyglottos</i>
Passerellidae	lark sparrow	<i>Chondestes grammacus</i>
Passerellidae	song sparrow	<i>Melospiza melodia</i>
Passerellidae	California towhee	<i>Melospiza crissalis</i>
Passeridae	house sparrow	<i>Passer domesticus</i>
Picidae	Nuttall's woodpecker	<i>Dryobates nuttallii</i>
Ptiliognathidae	phainopepla	<i>Phainopepla nitens</i>
Sturnidae	European starling	<i>Sturnus vulgaris</i>
Trochilidae	Anna's hummingbird	<i>Calypte anna</i>
Troglodytidae	Bewick's wren	<i>Thryomanes bewickii</i>
Turdidae	western bluebird	<i>Sialia mexicana</i>
Tyrannidae	black phoebe	<i>Sayornis nigricans</i>
Tyrannidae	Say's phoebe	<i>Sayornis saya</i>
Tyrannidae	western kingbird	<i>Tyrannus verticalis</i>
Tyrannidae	Cassin's kingbird	<i>Tyrannus vociferans</i>



## **Appendix K: Traffic Impact Analysis**





Traffic Study  
for

# Beaumont Summit Station Project In the City of Beaumont

Prepared for:  
**The City of Beaumont**

June 2022

**Kimley»Horn**

TRAFFIC STUDY  
FOR THE  
BEAUMONT SUMMIT STATION PROJECT

IN THE  
CITY OF BEAUMONT

*Prepared for:*

The City of Beaumont

*Prepared by:*

Kimley-Horn and Associates, Inc.  
1100 Town and Country Road, Suite 700  
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*June 2022*



TRAFFIC STUDY  
BEAUMONT SUMMIT STATION PROJECT

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TRAFFIC STUDY  
FOR THE PROPOSED  
BEAUMONT SUMMIT STATION PROJECT  
IN THE CITY OF BEAUMONT

## INTRODUCTION

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Beaumont Summit Station project in the City of Beaumont.

## PROJECT DESCRIPTION

The Project site is located in the northwestern area of the City of Beaumont, immediately east of the Interstate 10 (I-10) Freeway. A project vicinity map is provided on Figure 1. The site is bounded by Cherry Valley Boulevard to the north, the I-10 Freeway to the west, Brookside Avenue to the south and generally vacant land to the east. Based on the City of Beaumont General Plan, the project site is currently zoned as single-family residential, but is currently vacant. The Project site is comprised of nine vacant parcels.

The Project site is divided into five parcels and will be developed in two phases. Phase 1 will include Parcels 1, 2, and 3 designated for industrial uses. These parcels are proposed to be developed with three separate industrial warehouse buildings, as follows:

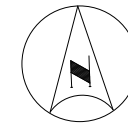
- Building 1: 985,860 square-foot (SF) high-cube short-term storage building
- Building 2: 1,213,235 SF high-cube short-term storage building
- Building 3: 358,370 SF general warehouse

The Project proposed to amend the existing zoning from Single-Family Residential to Light Industrial for Parcels 1, 2, and 3 to allow for industrial uses. Phase 1 of construction is anticipated to begin the second quarter of 2023 and conclude in the third quarter of 2024.

Parcel 4 will be developed as part of Phase 2 and would include the development of Commercial uses, as follows:

- Four-story hotel: 220 rooms
- Shopping center: 25,000 SF
- High-turnover (sit-down) restaurant: 15,000 SF
- Fast-food restaurant with drive-throughs: 10,000 SF

Phase 2 of the Project is anticipated to begin early 2026 and finish mid to late 2027. A copy of the project site plan is provided on Figure 2. 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) only driveway.



NOT TO SCALE

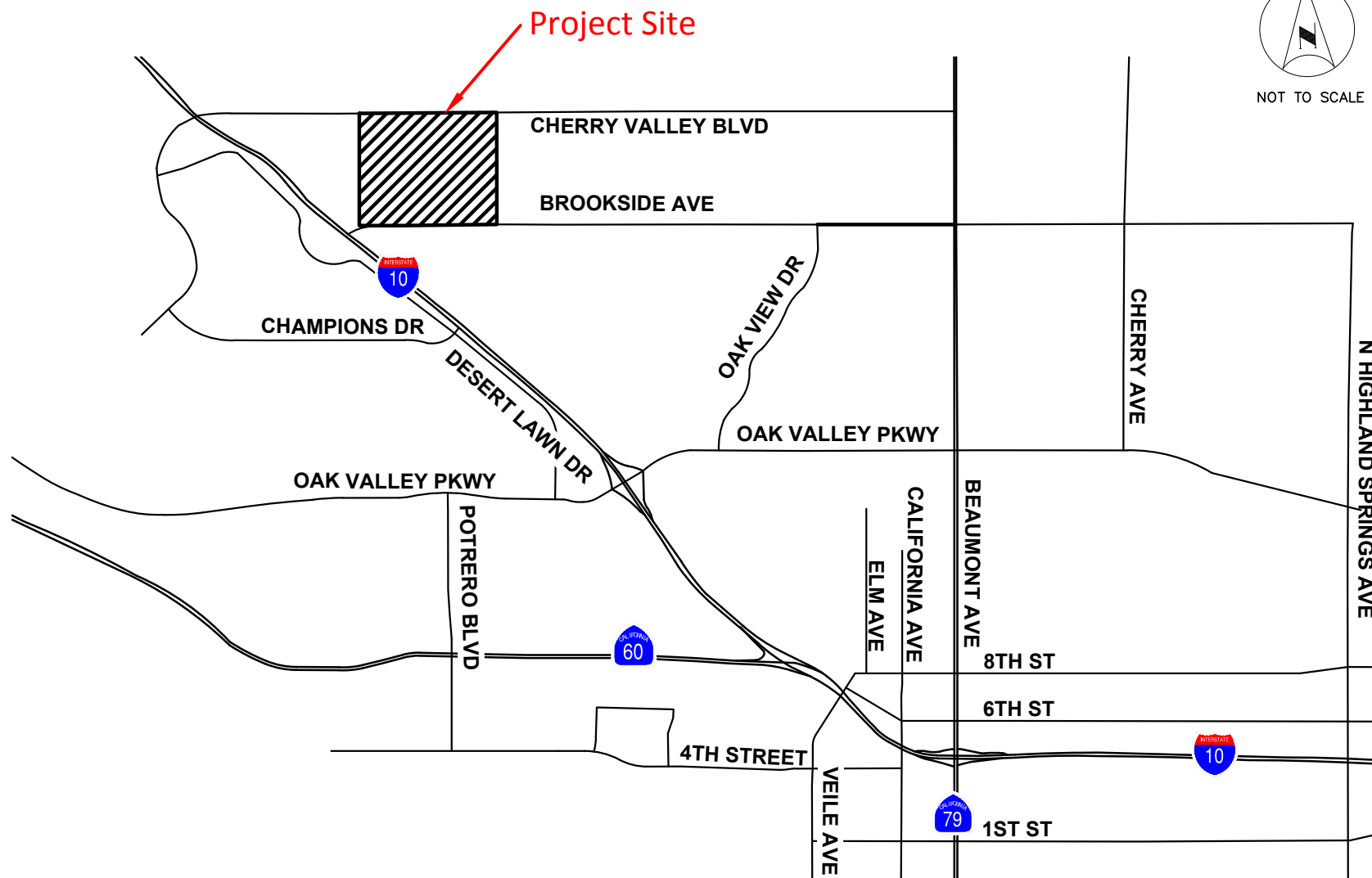
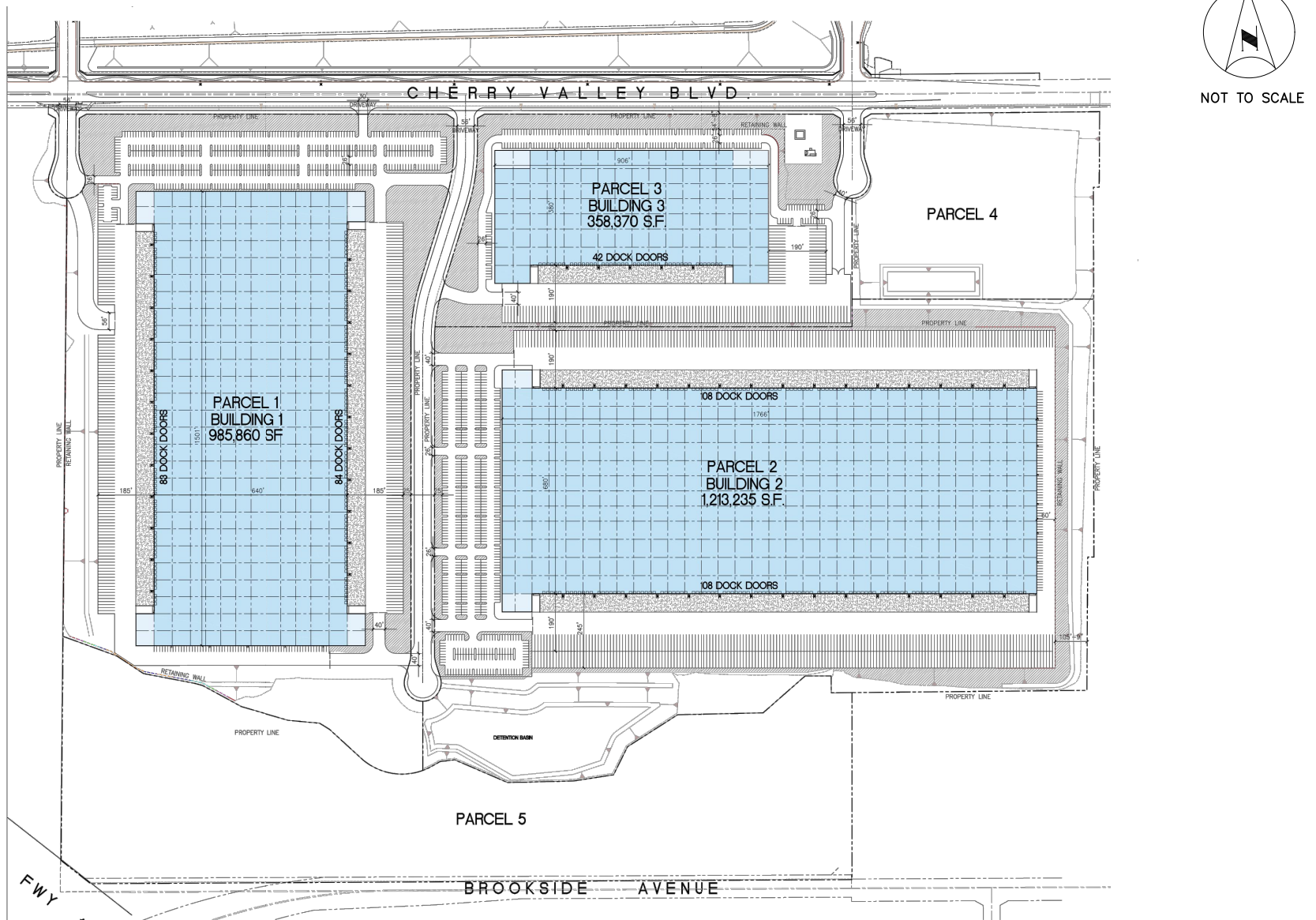


FIGURE 1  
VICINITY MAP

LEGEND:

(X) = Study Intersection



**FIGURE 2**  
**PROJECT SITE PLAN**

## ANALYSIS SCENARIOS AND METHODOLOGY

### Analysis Scenarios

This traffic analysis will provide an evaluation of weekday morning and evening peak hour operations for the following scenarios:

- Existing Conditions
- Opening Year 2024 Cumulative
- Opening Year 2024 Cumulative Plus Project (Phase 1)
- Opening Year 2027 Cumulative
- Opening Year 2027 Cumulative Plus Project (Phases 1 and 2)
- Horizon Year 2040
- Horizon Year 2040 Plus Project (Phases 1 and 2)

### Intersection Analysis – HCM Methodology

The City of Beaumont follows the County of Riverside traffic study procedures (*Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled – 2020*). Peak hour intersection operations are evaluated using the methodology outlined in the Highway Capacity Manual (HCM 6<sup>th</sup> Edition), consistent with the requirements of the City of Beaumont and the County of Riverside. The intersection analysis was conducted using the Vistro software program and using the specified input parameters required by the City.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average control delay per vehicle during the peak hours. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The charts on page 5 provide a description of the operating characteristics of each Level of Service and average seconds of delay for signalized and unsignalized intersections.

LEVEL OF SERVICE DEFINITIONS	
Level of Service	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	Signalized Intersection (Average delay per vehicle, in seconds) <sup>1</sup>	Unsignalized Intersections (Average delay per vehicle, in seconds) <sup>2</sup>
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

<sup>1</sup> Source: Highway Capacity Manual (HCM 6<sup>th</sup> Edition), Exhibit 18-4.

<sup>2</sup> Source: Highway Capacity Manual (HCM 6<sup>th</sup> Edition), Exhibits 19-1 and 20-2.

## Performance Criteria

The City of Beaumont General Plan states that Level of Service “D” is considered acceptable during the peak hours.

## Significance Thresholds

A project -related traffic effect would be considered to be significant when the project traffic, when added to existing traffic, causes the Level of Service to deteriorate to below the target Level of Service, and effects cannot be mitigated through project conditions of approval. A cumulative effect would occur when cumulative traffic (existing plus ambient growth plus Cumulative Projects plus project traffic) exceeds the target Level of Service, and effects cannot be mitigated through the Transportation Uniform Mitigation Fee (TUMF) network, project conditions of approval, or other implementation mechanisms.

## AREA CONDITIONS

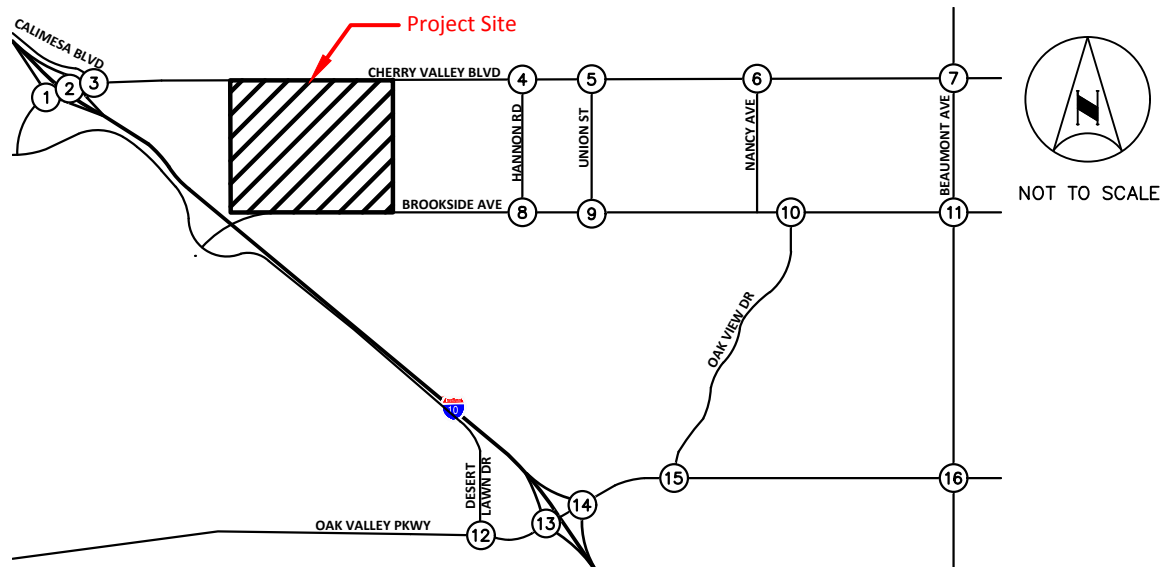
### Study Area

This traffic study includes documentation of existing conditions, future conditions, and identification of project-related deficiencies at the following study intersections:

1. I-10 EB Ramps at Cherry Valley Boulevard
2. I-10 WB Ramps at Cherry Valley Boulevard
3. Calimesa Boulevard at Cherry Valley Boulevard
4. Hannon Road at Cherry Valley Boulevard
5. Union Street at Cherry Valley Boulevard
6. Nancy Avenue at Cherry Valley Boulevard
7. Beaumont Avenue at Cherry Valley Boulevard
8. Hannon Road at Brookside Avenue
9. Union Street at Brookside Avenue
10. Oak View Drive at Brookside Avenue
11. Beaumont Avenue at Brookside Avenue
12. Desert Lawn Drive at Oak Valley Parkway
13. I-10 EB Ramps at Oak Valley Parkway
14. I-10 WB Ramps at Oak Valley Parkway
15. Oak View Drive at Oak Valley Parkway
16. Beaumont Avenue at Oak Valley Parkway
- D1. Cherry Valley Boulevard at West Driveway
- D2. Cherry Valley Boulevard at Middle Driveway
- D3. Cherry Valley Boulevard at East Driveway

The study locations were established in consultation with City of Beaumont staff through the Scoping Letter Agreement process. A copy of the approved Scoping Agreement is provided in *Appendix A*. The study intersection locations and their existing lane configurations are shown on Figure 3.





1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	
	FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

**LEGEND:**

- = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- = Defacto Right Turn

**FIGURE 3  
EXISTING LANE CONFIGURATION AND  
TRAFFIC CONTROL**

## EXISTING TRANSPORTATION SYSTEM

### Existing Roadway System

Regional vehicular access to the site is provided by the SR-60 and I-10 Freeways. The I-10 Freeway is an east-west freeway, located immediately west of the project site. The I-10 Freeway 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 the I-10 Freeway.

Local access to the project vicinity is provided by surrounding 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 lane 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 2 miles away from the project site.

Bus Route 3 ends at the Walmart Supercenter, at Highland Springs Avenue and the I-10 Freeway. 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.

### Existing Traffic Volumes

Due to the closure of schools and businesses during the COVID-19 pandemic, modifications to typical traffic count protocol have been used. Historical counts from 2017 were available for the following intersections:

1. I-10 EB Ramps at Cherry Valley Boulevard
2. I-10 WB Ramps at Cherry Valley Boulevard
3. Calimesa Boulevard at Cherry Valley Boulevard
5. Union Street at Cherry Valley Boulevard
6. Nancy Avenue at Cherry Valley Boulevard
7. Beaumont Avenue at Cherry Valley Boulevard

An ambient annual growth rate of two (2) percent per year was applied to the above study intersections to develop existing year 2021 volumes.

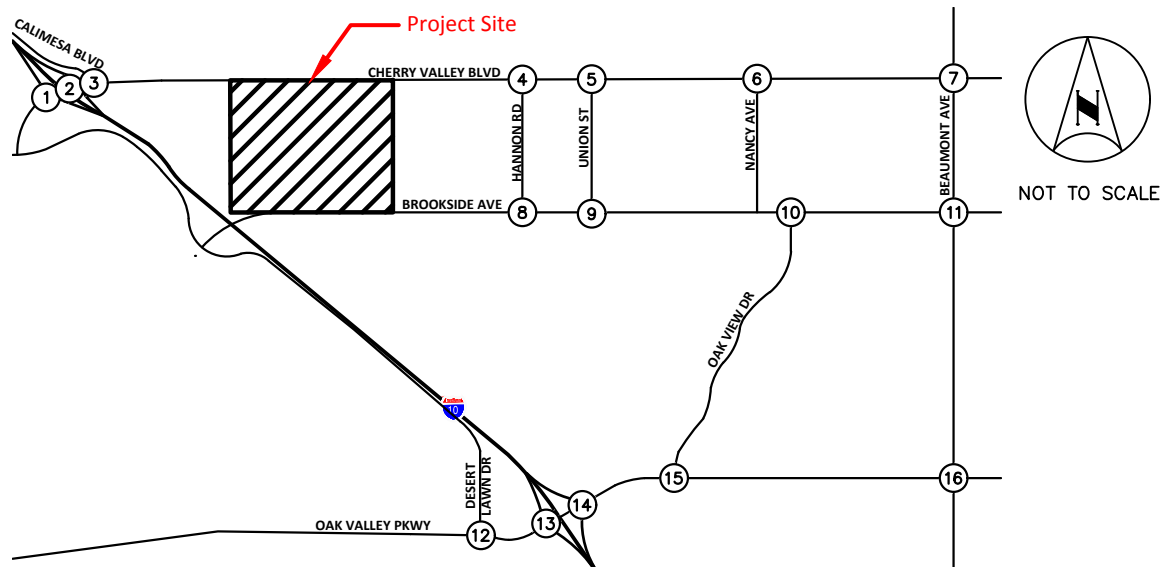
New traffic counts were collected during the morning (7-9 AM) and evening (4-6 PM) peak periods in May 2021, for all study intersections.

Based on a comparison of historical and new traffic count data, a COVID adjustment factor of 32% was applied to new traffic counts during the AM peak hour at the study intersections. In the PM peak hour, the new traffic counts were higher than the historical traffic counts grown to 2021. Therefore, the new 2021 counts were used for the study intersections in the PM peak hour.

Copies of the traffic count data worksheets are provided in *Appendix B*.

The intersection count data included vehicle classifications for passenger vehicles and trucks. Vehicle classifications are necessary to compute Passenger Car Equivalent (PCE) volumes, which are used in the traffic analysis to address the effects of truck traffic on intersection operation.

The PCE volumes were developed by applying a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. PCE volume worksheets are provided in *Appendix C*. Existing morning and evening peak hour volumes with the PCE factors applied are presented on Figure 4.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	
	FUTURE INTERSECTION	FUTURE INTERSECTION	FUTURE INTERSECTION	

#### LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 4**  
**EXISTING TRAFFIC VOLUMES**

## EXISTING TRAFFIC OPERATING CONDITIONS

### Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. Intersection analysis worksheets are provided in *Appendix D*. The results of the intersection analysis for Existing Conditions are shown on Table 1. Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service in both peak hours with the following exception:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS E, PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F

## PROJECT TRAFFIC

### Project Trip Generation

Trip generation estimates for the project are based on daily and peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition) for the following uses:

- ITE Land Use 154: High-Cube Short-Term Storage
- ITE Land Use 150: Warehousing
- ITE Land Use 310: Hotel
- ITE Land Use 822: Strip Retail Plaza (<40k)
- ITE Land Use 932: High-Turnover (Sit-Down) Restaurant
- ITE Land Use 934: Fast-Food Restaurant w/ Drive-Through

Passenger car equivalent (PCE) factors were applied to the Project truck trips to determine the total PCE trips to be generated by the project.

Trip generation rates and the resulting project PCE trips for Phase 1 of the project are summarized on Table 2. Review of this table indicates that the Project is forecasted to generate 4,667 daily PCE trips on a weekday, with 303 PCE trips during the morning peak hour (233 inbound and 70 outbound) and 362 PCE trips (102 inbound and 260 outbound) during the evening peak hour.

Trip generation rates and the resulting project PCE trips for Phases 1 and 2 of the project are summarized on Table 3. Review of this table indicates that the Project is forecasted to generate 13,152 daily PCE trips on a weekday, with 835 PCE trips during the morning peak hour (520 inbound and 315 outbound) and 832 PCE trips (349 inbound and 483 outbound) during the evening peak hour. Further breakdown of project trip generation and PCE trips can be found in *Appendix A*.

TABLE 1  
SUMMARY OF INTERSECTION OPERATION  
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	42.5	E	82.6	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	67.6	F	22.2	C
3	Calimesa Boulevard at Cherry Valley Boulevard	U	17.4	C	20.7	C
4	Cherry Valley Boulevard at Hannon Road	U	15.4	C	16.3	C
5	Cherry Valley Boulevard at Union Street	U	9.8	A	11.0	B
6	Cherry Valley Boulevard at Nancy Avenue	U	10.2	B	11.0	B
7	Cherry Valley Boulevard at Beaumont Avenue	S	23.4	C	26.3	C
8	Brookside Avenue at Hannon Road	U	11.0	B	11.9	B
9	Brookside Avenue at Union Street	U	10.0	A	11.6	B
10	Brookside Avenue at Oak View Drive	U	8.4	A	8.8	A
11	Brookside Avenue at Beaumont Avenue	S	27.4	C	26.6	C
12	Oak Valley Parkway at Desert Lawn Drive	U	13.7	B	15.9	C
13	Oak Valley Parkway at I-10 EB Ramps	S	51.4	D	41.8	D
14	Oak Valley Parkway at I-10 WB Ramps	S	80.5	F	30.1	C
15	Oak Valley Parkway at Oak View Drive	S	19.2	B	15.6	B
16	Oak Valley Parkway at Beaumont Avenue	S	29.6	C	31.8	C

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 2  
SUMMARY OF PROJECT TRIP GENERATION - PHASE 1  
BEAUMONT SUMMIT STATION PROJECT

PROJECT TRIP GENERATION WITH PCE

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Buildings 1 & 2 (B-1 & B-2): High-Cube Short-Term Storage	2,199.095	KSF	3,826	169	51	220	78	196	274
Building 3 (B-3): Warehousing	358.370	KSF	841	64	19	83	24	64	88
Total Proposed Project PCE Trips			4,667	233	70	303	102	260	362

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet



TABLE 3  
SUMMARY OF PROJECT TRIP GENERATION - PHASE 1 AND 2  
BEAUMONT SUMMIT STATION PROJECT

PROJECT TRIP GENERATION WITH PCE

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Use									
Buildings 1 & 2 (B-1 & B-2): High-Cube Short-Term Storage	2,199.095	KSF	3,826	169	51	220	78	196	274
Building 3 (B-3): Warehousing	358.370	KSF	841	64	19	83	24	64	88
Building 4 (B-4): Shopping Center	--	--	8,485	287	245	532	247	223	470
Total Proposed Project PCE Trips			13,152	520	315	835	349	483	832

<sup>1</sup> Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

PCE = Passenger Car Equivalent

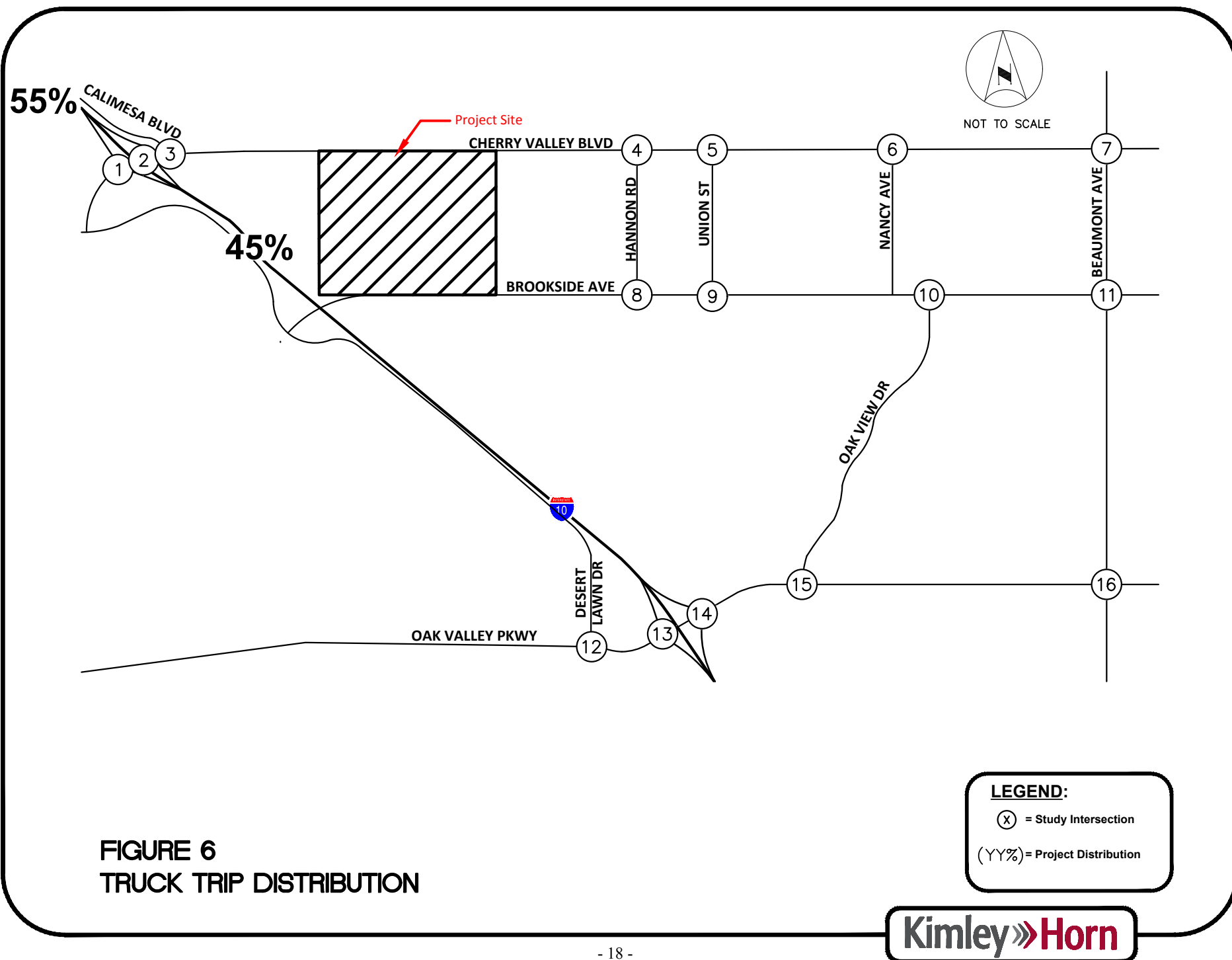
KSF = Thousand Square Feet

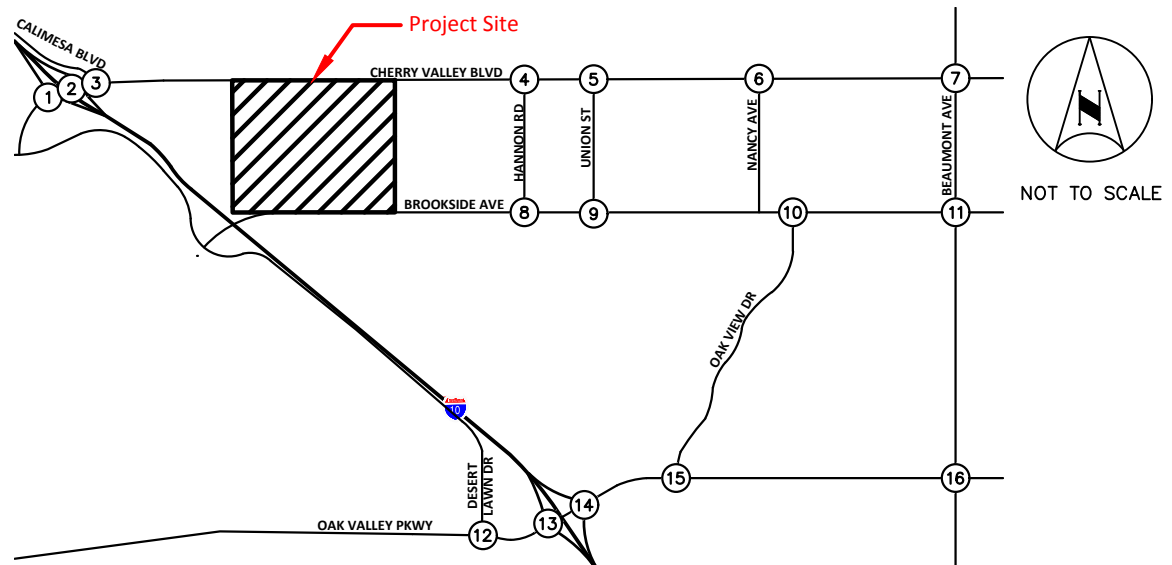
## Trip Distribution and Assignment

Trip distribution assumptions for the proposed project were developed based on current traffic patterns observed within the study area, as well as trip distribution assumptions for similar high-cube short-term storage buildings and warehouse projects. Separate distribution patterns were assumed for passenger car trips and truck trips. Trip distribution percentages at each study intersection were applied to the project trip generation estimates to determine the project trips through each intersection. Passenger Car trip distribution and assignment assumptions for the Project are shown on Figure 5. Truck trip distribution and assignment assumptions for the Project are shown on Figure 6. The resulting project trips for Phase 1 and Phases 1 and 2 at the study intersections are shown on Figure 7 and Figure 8, respectively.



**FIGURE 5**  
**PASSENGER CAR TRIP**  
**DISTRIBUTION**





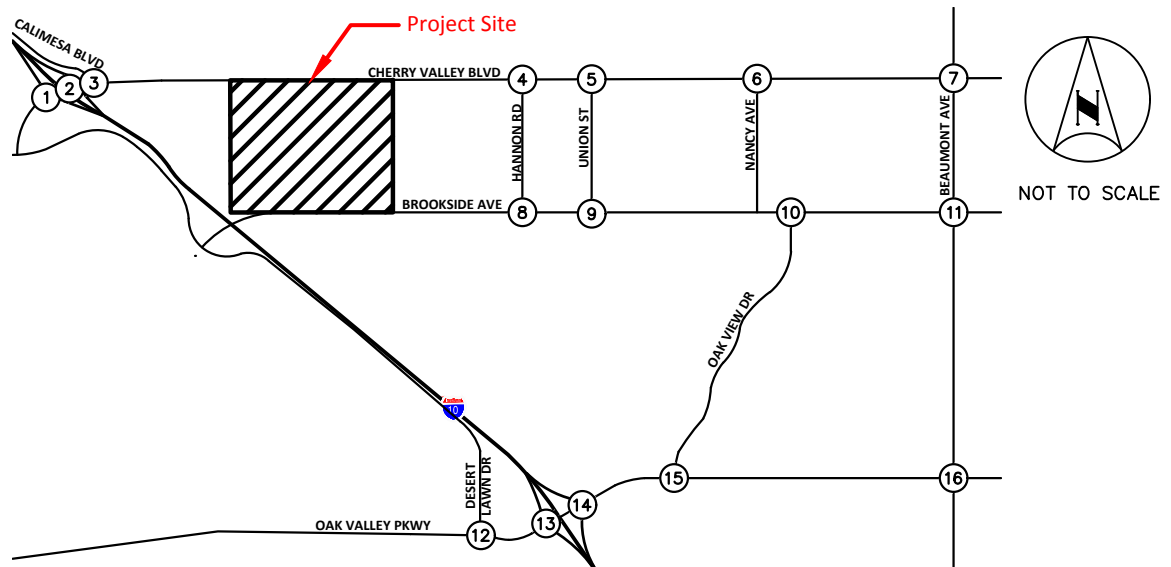
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
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16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7A**  
**PROJECT-RELATED TRAFFIC VOLUMES**  
**(PHASE 1) - PASSENGER CARS**

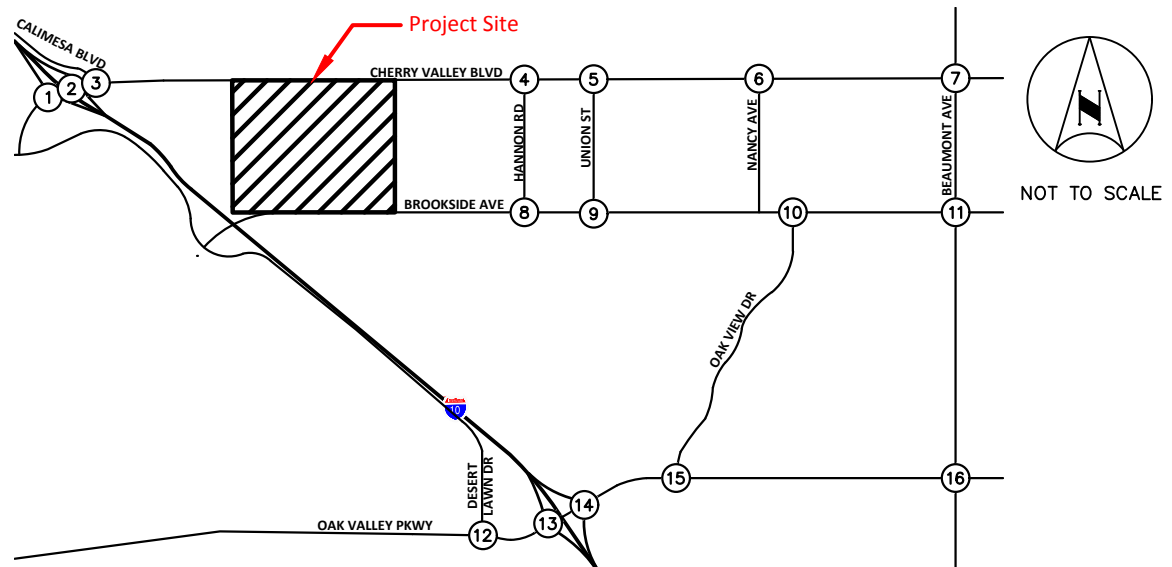


1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
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16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

- (X) = Study Intersection
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7B**  
**PROJECT-RELATED TRAFFIC VOLUMES**  
**(PHASE 1) - TRUCKS (PCE)**



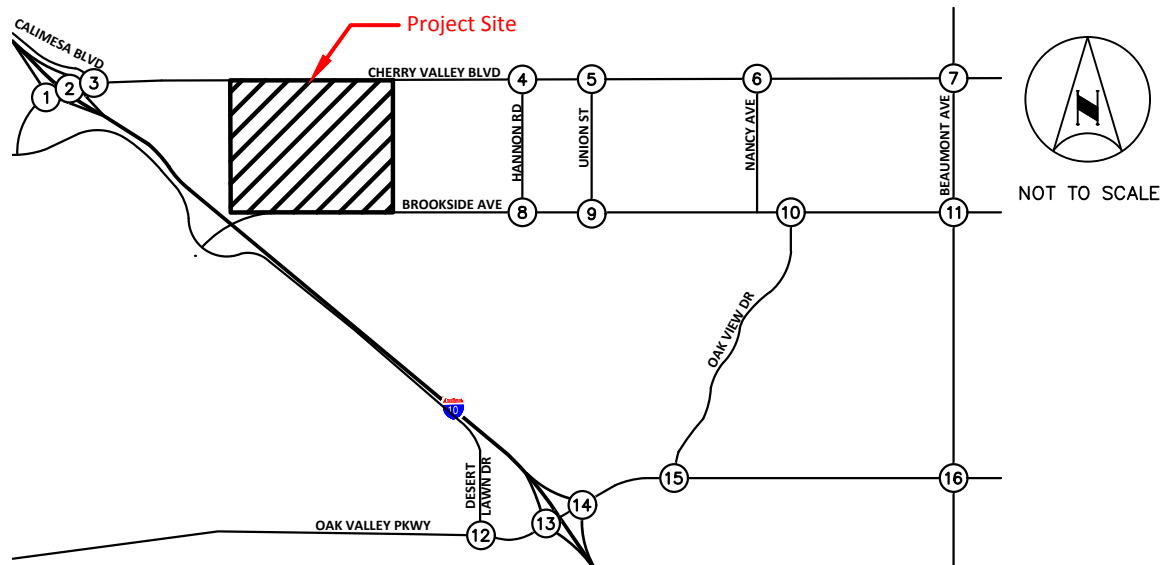
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 7C**  
**PROJECT-RELATED TRAFFIC VOLUMES**  
**(PHASE 1)**



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

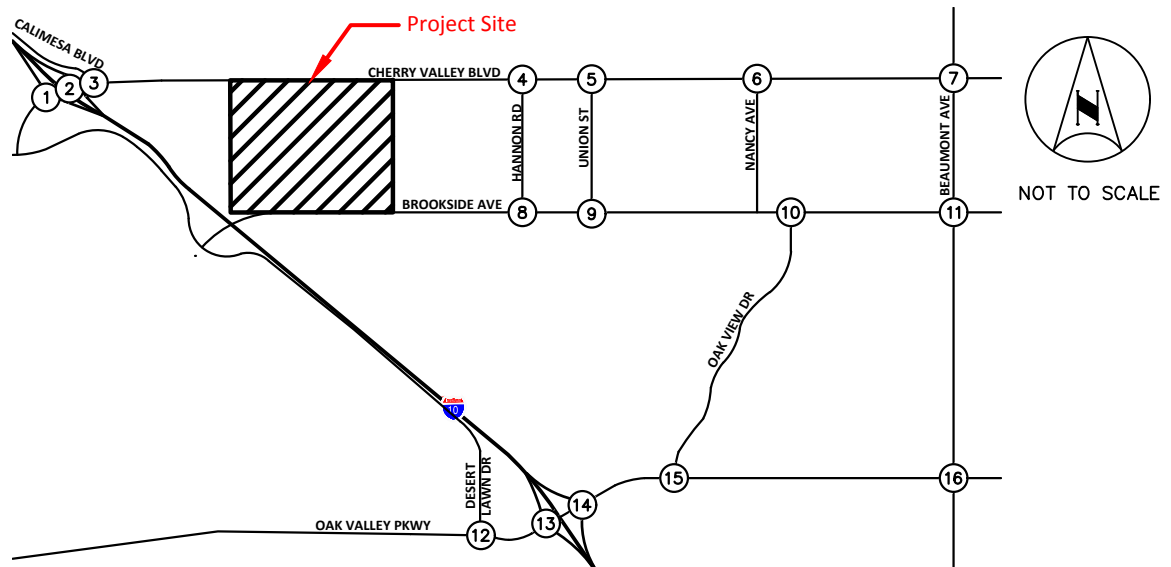
**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 8A**  
PROJECT-RELATED TRAFFIC VOLUMES  
(PHASE 1 AND 2) - PASSENGER CARS





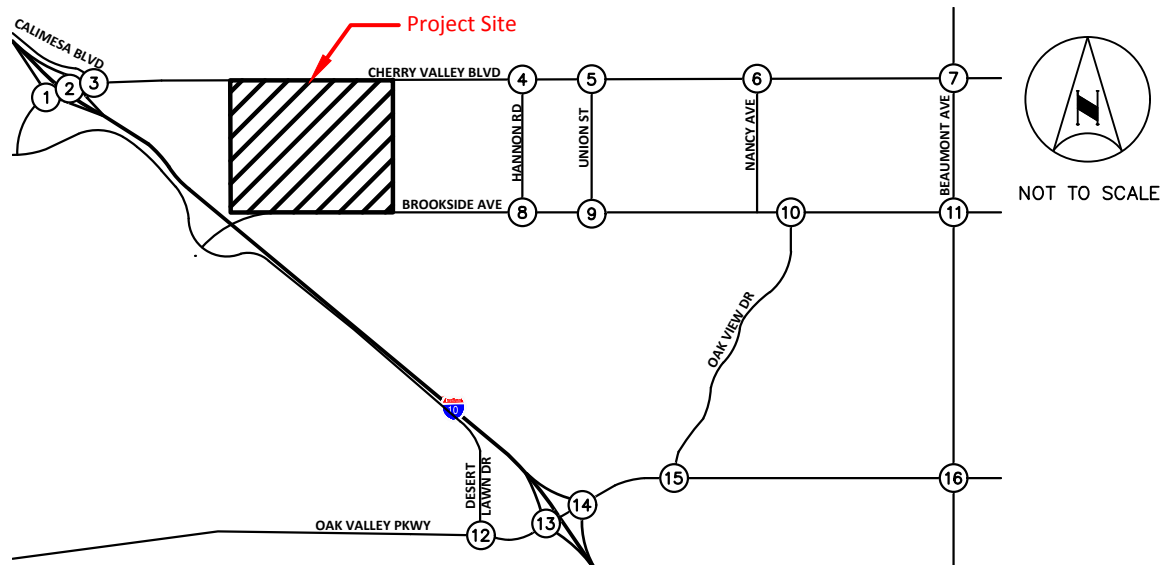
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 8B**  
**PROJECT-RELATED TRAFFIC VOLUMES**  
**(PHASE 1 AND 2) - TRUCKS (PCE)**



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

#### LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 8C**  
**PROJECT-RELATED TRAFFIC VOLUMES**  
**(PHASE 1 AND 2)**

## OPENING YEAR 2024 CUMULATIVE CONDITIONS

The project Opening Year for Phase 1 is anticipated to be Year 2024. Opening Year 2024 traffic forecasts have been developed by adding an ambient growth factor of 2.0 percent per to existing traffic volumes at the study intersections.

### Cumulative Projects

In addition to ambient growth, traffic from Cumulative Projects in the Project vicinity are added to the Opening Year forecasts to develop Opening Year 2024 Cumulative Conditions forecasts. Cumulative Projects consist of any project that has been approved and is not yet occupied, and projects that are in various stages of the application and approval process but have not yet been approved.

Information regarding Cumulative Projects in the area was obtained from previously approved traffic studies in the area. A summary of the Cumulative Projects, including the associated trip generation is provided on Table 4. The trip generation estimates for the Cumulative Projects were obtained from approved traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available. The locations of the Cumulative Projects are shown on Figure 9.

Trip distribution and assignment for the Cumulative Projects were obtained from approved traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available. Traffic volumes associated with the Cumulative Projects were compiled for each of the study intersections and are shown on Figure 10. The Cumulative Projects traffic volumes were added to the Opening Year 2024 traffic volumes to develop Opening Year 2024 Cumulative forecasts, which are shown on Figure 11.

### Peak Hour Intersection Operation

The results of the Opening Year 2024 Cumulative intersection analysis are summarized on Table 5. Review of this table shows that, with the addition of ambient growth and Cumulative Project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS E; PM: LOS F
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

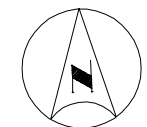
Intersection analysis worksheets are provided in *Appendix D*.

TABLE 4  
SUMMARY OF CUMULATIVE PROJECTS

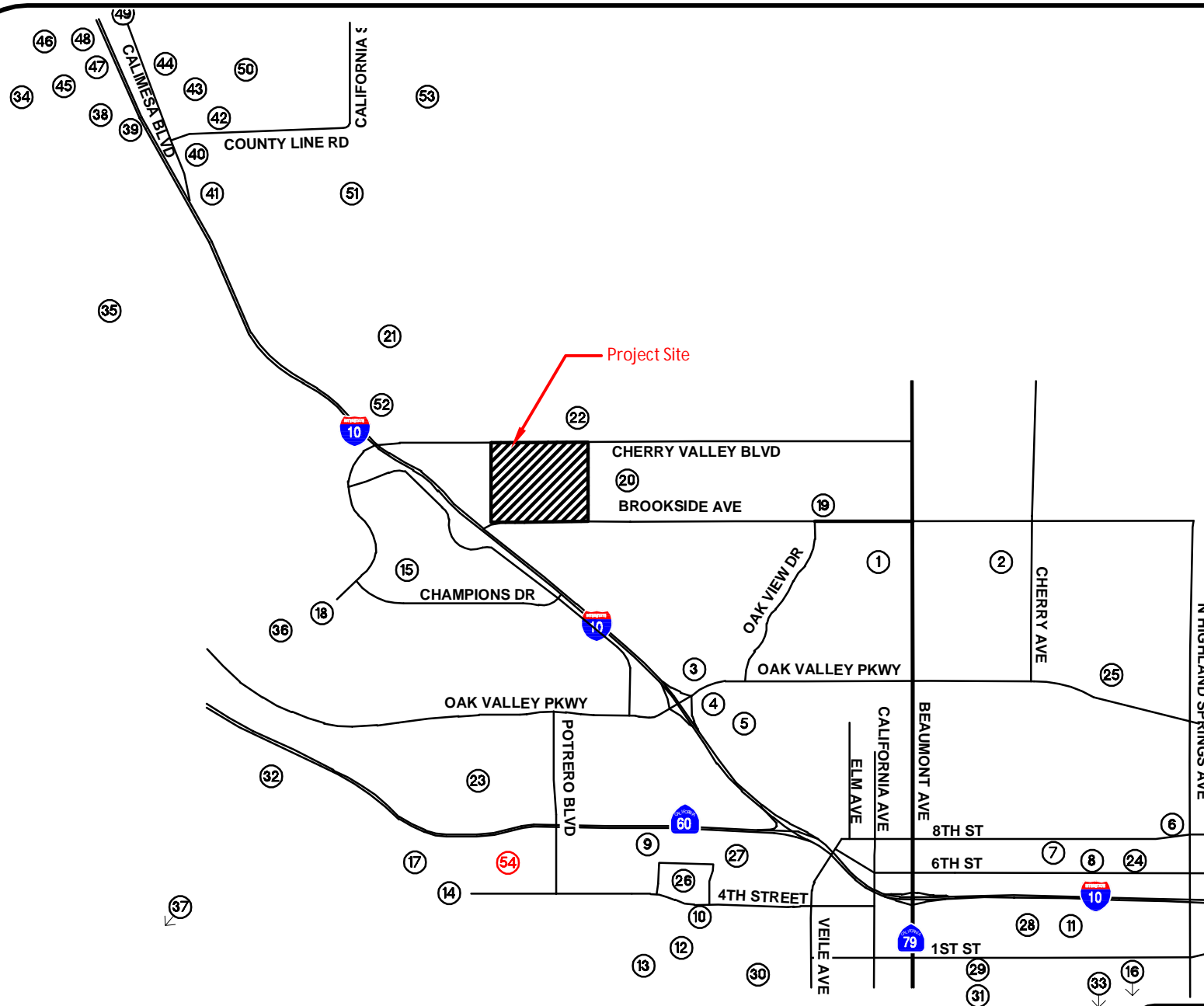
Proj #	Description	Land Use	Quantity	Units	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	Noble Creek Vistas	Single-Family Detached Housing	648	DU	6,117	120	360	480	404	237	641
2	Cougar Ranch	Single-Family Detached Housing	148	DU	1,397	27	82	109	92	54	146
3	Oak Valley Greens Senior Center	Senior Adult Housing-Detached	372	DU	1,588	29	60	89	68	44	112
4	Oak Valley Village	Shopping Center	490.000	KSF	18,498	286	175	461	896	971	1,867
5	Kirkwood Ranch	Single-Family Detached Housing	403	DU	3,804	75	224	299	251	147	398
6	Sundance Corporate Center	General Office Building	300.000	KSF	2,922	299	49	348	55	290	345
7	Beaumont Commons	Single-Family Detached Housing	120	DU	878	13	42	55	42	25	67
8	Tuscany Townhomes	Multifamily Housing (Low-Rise)	188	DU	1,376	20	67	87	66	39	105
9	Prologis	General Light Industrial	2,200.000	KSF	10,912	1,355	185	1,540	180	1,206	1,386
10	Beaumont Industrial Park	Industrial Park	2,890.000	KSF	9,739	936	220	1,156	243	913	1,156
11	San Gorgonio Village	Shopping Center	130.000	KSF	4,908	76	46	122	238	258	496
12	Jerome Taurek	Single-Family Detached Housing	244	DU	2,303	45	135	180	152	89	241
13	Legacy Highlands (Phase 1)	Single-Family Detached Housing	1,159	DU	6,963	128	346	474	394	231	625
14	Hidden Canyon Industrial Park	No Land Use	2,890.000	KSF	5,438	221	119	340	125	253	378
15	Fairway Canyon	Single-Family Detached Housing	1,650	DU	15,576	305	916	1,221	1,030	604	1,634
16	Potrero Creek Estates	Single-Family Detached Housing	700	DU	6,608	130	389	519	437	256	693
17	High-Cube Fulfillment Center	High-Cube Parcel Hub Warehouse	4,500.000	KSF	34,875	1,575	1,575	3,150	1,958	923	2,881
	General Light Industrial	General Light Industrial	500.000	KSF	2,480	308	42	350	41	274	315
	Hotel	Hotel	125	Room	1,045	35	24	59	38	37	75
	Multipurpose Recreational Facility (Go-Cart)	Multipurpose Recreational Facility	77.00	KSF	-	-	-	-	152	124	276
	Rock Climbing	Rock Climbing Gym	26.000	KSF	-	12	24	36	24	18	42
	Miniature Golf	Miniature Golf Course	36	Hole	-	-	-	-	4	8	12
	Trampoline Park	Trampoline Park	24.000	KSF	-	-	-	-	17	19	36
	Bowling Alley	Bowling Alley	40.000	KSF	-	31	2	33	30	16	46
18	Beyond Beaumont Commercial		6.580	KSF	229	14	4	18	6	16	22
19	CUP 03629	Mini-Warehouse	90	Storage Units	1,616	64	61	125	88	88	176
20	TR 31966	Single-Family Detached Housing	60	DU	566	11	33	44	37	22	59
21	TTM 30545 Holbert Ranch	Single-Family Detached Housing	131	DU	1,237	24	73	97	82	48	130
22	Borstein Property	Single-Family Detached Housing	209	DU	1,973	39	116	155	130	76	206
	San Gorgonio Crossing	High-Cube Warehouse	1,861	KSF	3,126	141	64	205	69	154	223
23	Heartland	Single-Family Detached Housing	988	DU	9,327	183	548	731	617	362	979
		Shopping Center	126.000	KSF	4,757	73	45	118	230	250	480
24	American Villas	Single-Family Detached Housing	36	DU	340	7	20	27	22	13	35
	8th Street Condos	Multifamily Housing (Low-Rise)	16	DU	117	2	6	8	6	3	9
	Pennsylvania Ave Apartments	Multifamily Housing (Low-Rise)	8.000	DU	59	1	3	4	3	2	5
25	Sundance	Single-Family Detached Housing	4,716	DU	44,519	872	2,617	3,489	2,943	1,726	4,669
26	Rolling Hills Ranch Industrial Prologis	Warehousing	1,200.000	KSF	2,088	157	47	204	61	167	228
27	Dowling Orchard Business Park	Warehousing	548.820	KSF	955	72	21	93	28	76	104
28	Farmer Boys	Shopping Center	6.752	KSF	255	4	2	6	12	13	25
	Ramona Tire / Firestone	Shopping Center	4.792	KSF	181	3	2	5	9	9	18
29	Aspen Creek (TT 31426)	Single-Family Detached Housing	106	DU	1,001	20	59	79	66	39	105
30	Taurek (Tract No. 31162)	Single-Family Detached Housing	244	DU	2,303	45	135	180	152	89	241
31	Pacific Scene (Tract No. 32850)	Single-Family Detached Housing	95	DU	897	18	53	71	59	35	94
32	Jack Rabbit Trail	Single-Family Detached Housing	2,000	DU	18,880	370	1,110	1,480	1,248	732	1,980
		Shopping Center	49.005	KSF	1,850	29	17	46	90	97	187
33	Four Seasons (Tract NO. 31462)	Single-Family Detached Housing	2,041	DU	19,267	378	1,133	1,511	1,274	747	2,021
		Shopping Center	95.832	KSF	3,618	56	34	90	175	190	365
34	TTM 33931 Fiesta Oak Valley / Mesa Verde Estates	Single Family Residential	3535	DU	33,370	654	1,962	2,616	2,206	1,294	3,500
		Condos/Townhomes	453	DU	3,316	48	160	208	160	94	254
		Active Park	48.000	Acre	37	1	0	1	3	2	5
		Recreational Community Center	9.000	KSF	259	10	5	15	10	11	21
		Elementary School	1200	Student	2,268	434	370	804	98	106	204
		Commercial Retail	200.000	KSF	7,550	117	71	188	366	396	762

TABLE 4  
SUMMARY OF CUMULATIVE PROJECTS

Proj #	Description	Land Use	Quantity	Units	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
35	Summerwind Ranch	Single-Family Detached Housing	3,683	DU	34,768	681	2,044	2,725	2,298	1,348	3,646
		Elementary School	1,200	Student	2,268	434	370	804	98	106	204
		Middle School/Junior High School	900	Student	1,917	282	240	522	75	78	153
		Business Park	1,579.000	KSF	19,643	385	246	631	305	358	663
		Shopping Center	1,000.000	KSF	37,750	583	357	940	1,829	1,981	3,810
36	Sun Cal / Various Builders	Single-Family Detached Housing	2,366	DU	22,335	438	1,313	1,751	1,476	866	2,342
		Shopping Center	505.296	KSF	19,075	295	180	475	924	1,001	1,925
37	World Logistics Center	Warehousing	21,450.000	KSF	37,323	2,810	837	3,647	1,094	2,982	4,076
38	TAZ 28	Single-Family Detached Housing	193	DU	1,822	36	107	143	120	71	191
		General Office Building	182.342	KSF	1,776	182	30	212	34	176	210
		Shopping Center	130.244	KSF	4,917	76	46	122	238	258	496
39	TAZ 29	General Light Industrial	59.512	KSF	295	37	5	42	5	33	38
		General Office Building	49.876	KSF	486	50	8	58	9	48	57
		Business Park	26.737	KSF	333	7	4	11	5	6	11
		Shopping Center	69.827	KSF	2,636	41	25	66	128	138	266
40	TAZ 30	General Office Building	2.363	KSF	23	2	0	2	0	2	2
		Shopping Center	1.688	KSF	64	1	1	2	3	3	6
41	TAZ 31	General Office Building	86.826	KSF	846	87	14	101	16	84	100
		Shopping Center	62.019	KSF	2,341	36	22	58	113	123	236
42	TAZ 32	Single-Family Detached Housing	94	DU	887	17	52	69	59	34	93
43	TAZ 33	General Light Industrial	35.109	KSF	174	22	3	25	3	19	22
		Multifamily Housing (Low-Rise)	41	DU	300	4	15	19	14	8	22
		General Office Building	9.605	KSF	94	10	2	12	2	9	11
		Business Park	78.147	KSF	972	19	12	31	15	18	33
		Shopping Center	6.861	KSF	259	4	2	6	13	14	27
44	TAZ 34	General Office Building	76.459	KSF	745	76	12	88	14	74	88
		Shopping Center	54.613	KSF	2,062	32	19	51	100	108	208
45	TAZ 35	Single-Family Detached Housing	28	DU	264	5	16	21	17	10	27
46	TAZ 36	Single-Family Detached Housing	17	DU	160	3	9	12	11	6	17
47	TAZ 37	Single-Family Detached Housing	6	DU	57	1	3	4	4	2	6
		General Office Building	16.618	KSF	162	17	3	20	3	16	19
		Shopping Center	11.870	KSF	448	7	4	11	22	24	46
48	TAZ 38	General Office Building	97.269	KSF	947	97	16	113	18	94	112
		Shopping Center	69.478	KSF	2,623	41	25	66	127	138	265
49	TAZ 39	General Office Building	42.460	KSF	414	42	7	49	8	41	49
		Shopping Center	103.023	KSF	3,889	60	37	97	188	204	392
50	TAZ 40	Single-Family Detached Housing	478	DU	4,512	88	265	353	298	175	473
51	Singleton Heights (Mastercraft) TR 26811	Single-Family Detached Housing	268	DU	2,530	50	149	199	167	98	265
52	Sunset Ranch (Osborne/Dunham) TR 31450	Single-Family Detached Housing	231	DU	2,181	43	128	171	144	85	229
53	JP Ranch <sup>5</sup>	Single-Family Detached Housing	689	DU	6,504	127	382	509	430	252	682
		Shopping Center	72.700	KSF	2,744	42	26	68	133	144	277
54	Beaumont Potrero Warehouse	High-Cube Warehouse	577.920	KSF	971	44	20	64	21	48	69
Total Project Trips					527,905	17,187	20,909	38,096	27,768	25,176	52,944
DU = Dwelling Unit, KSF = 1,000 square feet, FP = Fueling Position											



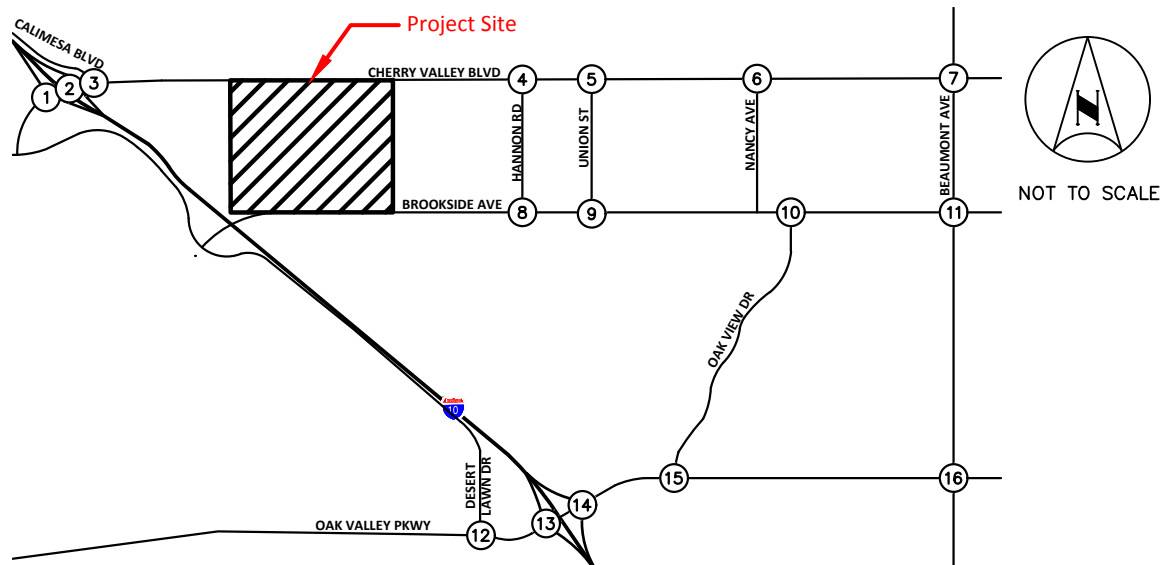
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**FIGURE 9**  
**LOCATION OF CUMULATIVE PROJECTS**

**LEGEND:**

(X) = Cumulative Project



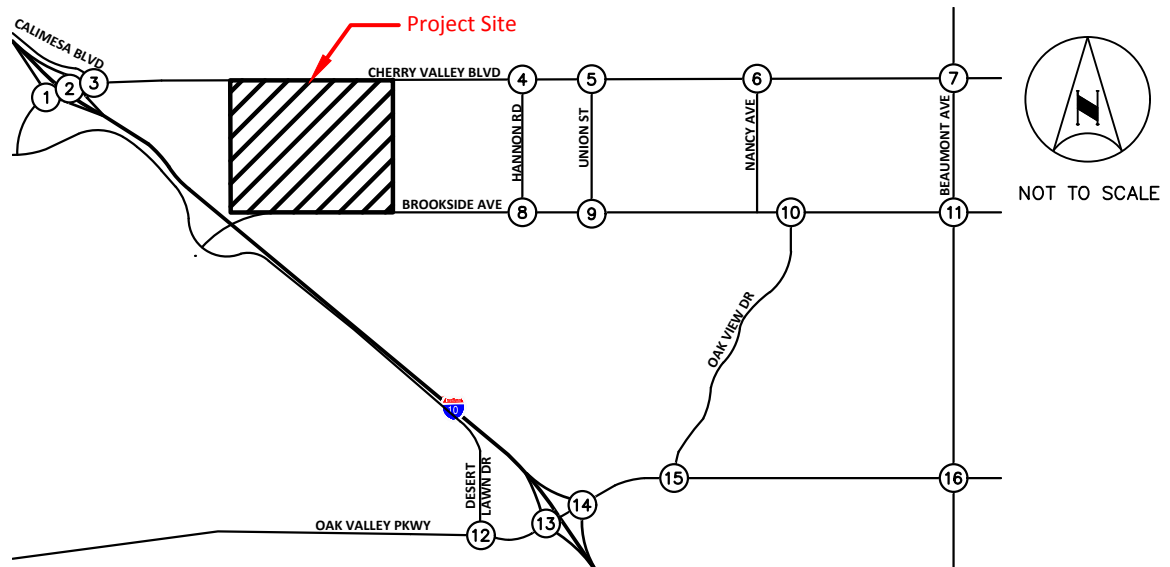
1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 10**  
**CUMULATIVE PROJECT TRAFFIC**  
**VOLUMES**



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

#### LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 11**  
**OPENING YEAR 2024 CUMULATIVE**  
**TRAFFIC VOLUMES**



TABLE 5  
SUMMARY OF INTERSECTION OPERATION  
OPENING YEAR 2024 CUMULATIVE CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	295.0	F	537.9	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	220.6	F	289.1	F
3	Calimesa Boulevard at Cherry Valley Boulevard	U	46.0	E	229.3	F
4	Hannon Road at Cherry Valley Boulevard	U	25.6	D	29.7	D
5	Union Street at Cherry Valley Boulevard	U	15.6	C	26.0	D
6	Nancy Avenue at Cherry Valley Boulevard	U	16.0	C	22.2	C
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.0	C	31.1	C
8	Hannon Road at Brookside Avenue	U	11.2	B	12.1	B
9	Union Street at Brookside Avenue	U	10.1	B	11.8	B
10	Oak View Drive at Brookside Avenue	U	8.4	A	8.8	A
11	Beaumont Avenue at Brookside Avenue	S	33.4	C	54.8	D
12	Desert Lawn Drive at Oak Valley Parkway	U	60.0	F	115.2	F
13	I-10 EB Ramps at Oak Valley Parkway	S	359.2	F	1007.7	F
14	I-10 WB Ramps at Oak Valley Parkway	S	388.6	F	544.6	F
15	Oak View Drive at Oak Valley Parkway	S	23.0	C	96.9	F
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	384.8	F

Note:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

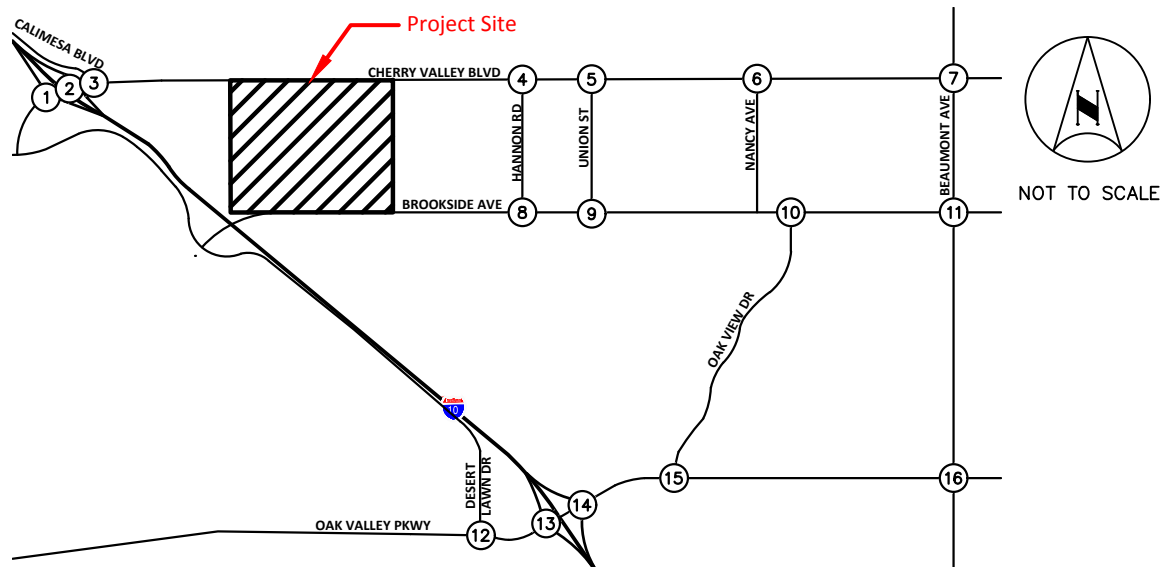
## Opening Year 2024 Plus Cumulative Projects Plus Project (Phase 1) Conditions

Project-related traffic volumes for the Project were added to the Year 2024 Plus Cumulative Projects forecasts to develop Opening Year 2024 Plus Project (Phase 1) traffic forecast volumes. The resulting traffic volumes are shown on Figure 12.

The results of the Year 2024 Plus Project (Phase 1) intersection analysis are shown on Table 6. Review of this table shows that, with the addition of ambient growth, cumulative project volumes, and the project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – PM: LOS E
- #5 – Union Street at Cherry Valley Boulevard – PM: LOS E
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in *Appendix D*.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 12**  
**OPENING YEAR 2024 CUMULATIVE PLUS**  
**PROJECT (PHASE 1) TRAFFIC VOLUMES**

TABLE 6  
SUMMARY OF INTERSECTION OPERATION  
OPENING YEAR 2024 CUMULATIVE PLUS PROJECT (PHASE 1) CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Sig Effect?	Without Project		With Project		Change in Delay	Sig Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	I-10 EB Ramps at Cherry Valley Boulevard	U	295.0	F	316.2	F	21.2	Yes	537.9	F	561.6	F	23.7	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	U	220.6	F	253.9	F	33.3	Yes	289.1	F	322.9	F	33.8	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	U	46.0	E	71.1	F	25.1	Yes	229.3	F	548.9	F	319.6	Yes
4	Hannon Road at Cherry Valley Boulevard	U	25.6	D	31.7	D	6.1	No	29.7	D	36.2	E	6.5	Yes
5	Union Street at Cherry Valley Boulevard	U	15.6	C	19.9	C	4.3	No	26.0	D	39.7	E	13.7	Yes
6	Nancy Avenue at Cherry Valley Boulevard	U	16.0	C	19.0	C	3.0	No	22.2	C	27.2	D	5.0	No
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.0	C	26.5	C	0.5	No	31.1	C	31.9	C	0.8	No
8	Hannon Road at Brookside Avenue	U	11.2	B	11.2	B	0.1	No	12.1	B	12.3	B	0.1	No
9	Union Street at Brookside Avenue	U	10.1	B	10.3	B	0.2	No	11.8	B	12.2	B	0.4	No
10	Oak View Drive at Brookside Avenue	U	8.4	A	8.8	A	0.4	No	8.8	A	9.1	A	0.3	No
11	Beaumont Avenue at Brookside Avenue	S	33.4	C	34.2	C	0.8	No	54.8	D	56.2	E	1.4	Yes
12	Desert Lawn Drive at Oak Valley Parkway	U	60.0	F	62.9	F	2.9	No	115.2	F	116.7	F	1.5	No
13	I-10 EB Ramps at Oak Valley Parkway	S	359.2	F	361.6	F	2.4	No	1007.7	F	1008.0	F	0.3	No
14	I-10 WB Ramps at Oak Valley Parkway	S	388.6	F	392.6	F	4.0	No	544.6	F	551.3	F	6.7	Yes
15	Oak View Drive at Oak Valley Parkway	S	23.0	C	25.4	C	2.4	No	96.9	F	104.8	F	7.9	Yes
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	200.5	F	0.0	No	384.8	F	384.9	F	0.1	No
D1	Cherry Valley Boulevard at West Project Dwy	S	-	-	22.4	C	-	-	-	-	24.5	C	-	-
D2	Cherry Valley Boulevard at Middle Project Dwy	S	-	-	4.1	A	-	-	-	-	7.8	A	-	-
D3	Cherry Valley Boulevard at East Project Dwy	U	-	-	11.8	B	-	-	-	-	11.5	B	-	-

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

## OPENING YEAR 2027 CUMULATIVE CONDITIONS

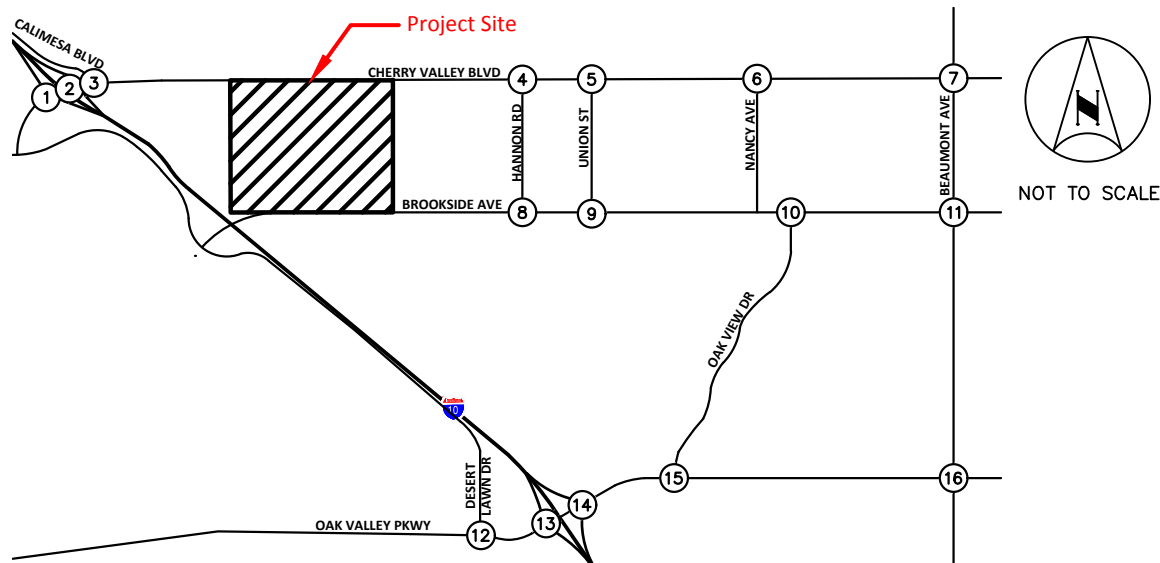
The project Opening Year for Phases 1 and 2 is anticipated to be Year 2027. Opening Year 2027 traffic forecasts have been developed by adding an ambient growth factor of 2.0 percent per year to Opening Year 2027 Cumulative traffic volumes at the study intersections. The resulting traffic volumes are shown on Figure 13.

### Peak Hour Intersection Operation

The results of the Opening Year 2027 Cumulative intersection analysis are summarized on Table 7. Review of this table shows that, with the addition of ambient growth and Cumulative Project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in *Appendix D*.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 13**  
**OPENING YEAR 2027 CUMULATIVE**  
**TRAFFIC VOLUMES**

TABLE 7  
SUMMARY OF INTERSECTION OPERATION  
OPENING YEAR 2027 CUMULATIVE CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	566.0	F
2	I-10 WB Ramps at Cherry Valley Boulevard	U	239.0	F	306.7	F
3	Calimesa Boulevard at Cherry Valley Boulevard	U	53.1	F	310.2	F
4	Hannon Road at Cherry Valley Boulevard	U	28.0	D	32.6	D
5	Union Street at Cherry Valley Boulevard	U	17.0	C	30.6	D
6	Nancy Avenue at Cherry Valley Boulevard	U	17.4	C	25.2	D
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.2	C	31.8	C
8	Hannon Road at Brookside Avenue	U	11.3	B	12.4	B
9	Union Street at Brookside Avenue	U	10.1	B	12.0	B
10	Oak View Drive at Brookside Avenue	U	8.5	A	8.9	A
11	Beaumont Avenue at Brookside Avenue	S	34.7	C	60.3	E
12	Desert Lawn Drive at Oak Valley Parkway	U	69.5	F	127.0	F
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	1036.3	F
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	566.0	F
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	105.3	F
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	388.7	F

Note:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

## Opening Year 2027 Plus Cumulative Projects Plus Project (Phases 1 and 2) Conditions

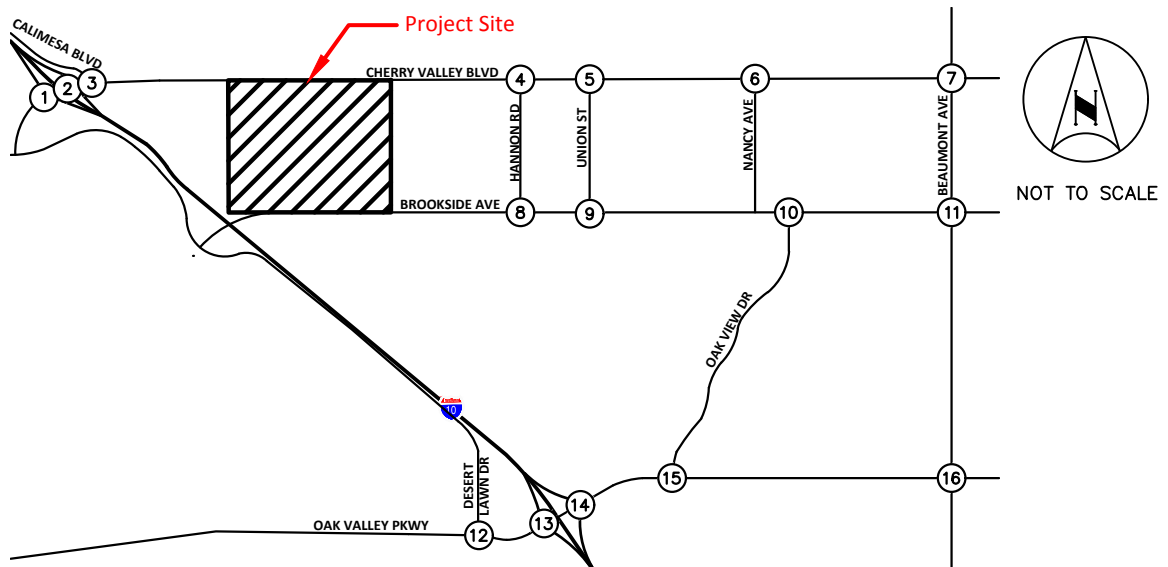
Project-related traffic volumes for the Project were added to the Year 2027 Plus Cumulative Projects forecasts to develop Opening Year 2027 Plus Project (Phases 1 and 2) traffic forecast volumes. The resulting traffic volumes are shown on Figure 14.

The results of the Year 2027 Plus Project (Phases 1 and 2) intersection analysis are shown on Table 8. Review of this table shows that, with the addition of ambient growth, cumulative project volumes, and the project volumes, the following study intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS E; PM: LOS E
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in *Appendix D*.





<b>1. I-10 EB Ramps at Cherry Valley Blvd</b> 	<b>2. I-10 WB Ramps at Cherry Valley Blvd</b> 	<b>3. Calimesa Blvd at Cherry Valley Blvd</b> 	<b>4. Hannon St at Cherry Valley Blvd</b> 	<b>5. Union St at Cherry Valley Blvd</b> 
<b>6. Nancy St at Cherry Valley Blvd</b> 	<b>7. Beaumont Ave at Cherry Valley Blvd</b> 	<b>8. Hannon St at Brookside Ave</b> 	<b>9. Union St at Brookside Ave</b> 	<b>10. Oak View Dr at Brookside Ave</b> 
<b>11. Beaumont Ave at Brookside Ave</b> 	<b>12. Desert Lawn Dr at Oak Valley Pkwy</b> 	<b>13. I-10 EB Ramps at Oak Valley Pkwy</b> 	<b>14. I-10 WB Ramps at Oak Valley Pkwy</b> 	<b>15. Oak View Dr at Oak Valley Pkwy</b> 
<b>16. Beaumont Ave at Oak Valley Pkwy</b> 	<b>D1. Cherry Valley Blvd at West Project Dwy</b> 	<b>D2. Cherry Valley Blvd at Middle Project Dwy</b> 	<b>D3. Cherry Valley Blvd at East Project Dwy</b> 	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 14**  
**OPENING YEAR 2027 CUMULATIVE PLUS PROJECT**  
**(PHASE 1 AND 2) TRAFFIC VOLUMES**

TABLE 8  
SUMMARY OF INTERSECTION OPERATION  
OPENING YEAR 2027 CUMULATIVE PLUS PROJECT (PHASE 1 AND 2) CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Sig Impact?	Without Project		With Project		Change in Delay	Sig Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	371.4	F	51.5	Yes	566.0	F	631.2	F	65.2	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	U	239.0	F	323.1	F	84.1	Yes	306.7	F	377.3	F	70.6	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	U	53.1	F	199.6	F	146.5	Yes	310.2	F	1417.6	F	1107.4	Yes
4	Hannon Road at Cherry Valley Boulevard	U	28.0	D	81.0	F	53.0	Yes	32.6	D	77.2	F	44.6	Yes
5	Union Street at Cherry Valley Boulevard	U	17.0	C	52.5	F	35.5	Yes	30.6	D	92.2	F	61.6	Yes
6	Nancy Avenue at Cherry Valley Boulevard	U	17.4	C	36.7	E	19.3	Yes	25.2	D	49.9	E	24.7	Yes
7	Beaumont Avenue at Cherry Valley Boulevard	S	26.2	C	28.2	C	2.0	No	31.8	C	34.5	C	2.7	No
8	Hannon Road at Brookside Avenue	U	11.3	B	11.6	B	0.3	No	12.4	B	12.8	B	0.4	No
9	Union Street at Brookside Avenue	U	10.1	B	10.7	B	0.6	No	12.0	B	13.3	B	1.3	No
10	Oak View Drive at Brookside Avenue	U	8.5	A	10.3	B	1.8	No	8.9	A	10.3	B	1.4	No
11	Beaumont Avenue at Brookside Avenue	S	34.7	C	37.8	D	3.1	No	60.3	E	67.2	E	6.9	Yes
12	Desert Lawn Drive at Oak Valley Parkway	U	69.5	F	79.0	F	9.5	Yes	127.0	F	134.4	F	7.4	Yes
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	404.8	F	25.5	Yes	1036.3	F	1057.6	F	21.3	Yes
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	429.1	F	19.2	Yes	566.0	F	592.9	F	26.9	Yes
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	44.6	D	19.0	No	105.3	F	125.5	F	20.2	Yes
16	Beaumont Avenue at Oak Valley Parkway	S	200.5	F	200.5	F	0.0	No	388.7	F	389.0	F	0.3	No
D1	Cherry Valley Boulevard at West Project Dwy	S	-	-	28.5	C	-	-	-	-	31.7	C	-	-
D2	Cherry Valley Boulevard at Middle Project Dwy	S	-	-	8.7	A	-	-	-	-	11.4	B	-	-
D3	Cherry Valley Boulevard at East Project Dwy	U	-	-	12.8	B	-	-	-	-	14.6	B	-	-

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

## FUTURE HORIZON YEAR CONDITIONS

### Horizon Year 2040 Forecasts

To derive intersection forecasts for the Horizon Year 2040 condition, the Riverside Transportation Analysis Model (RivTAM) Base Year 2012 and Horizon Year 2040 future traffic projections were used. The resulting traffic forecasts for Horizon Year conditions are shown on Figure 15.

The raw volumes obtained from the model output were post-processed by determining the annual growth between the base model year and the future model year and applying the growth increment to existing count volumes. This was accomplished using the B-Turns methodology developed by the Federal Highway Administration (FHWA). As a conservative approach, if a turning movement volume produced by this process was less than the Opening Year 2027 Cumulative forecast volume for that movement, manual adjustments were made to assure that all forecast Horizon Year volumes would not be less than the Opening Year 2027 Cumulative forecast volumes. The RivTAM Model plots and B-Turns worksheets are provided in *Appendix E*

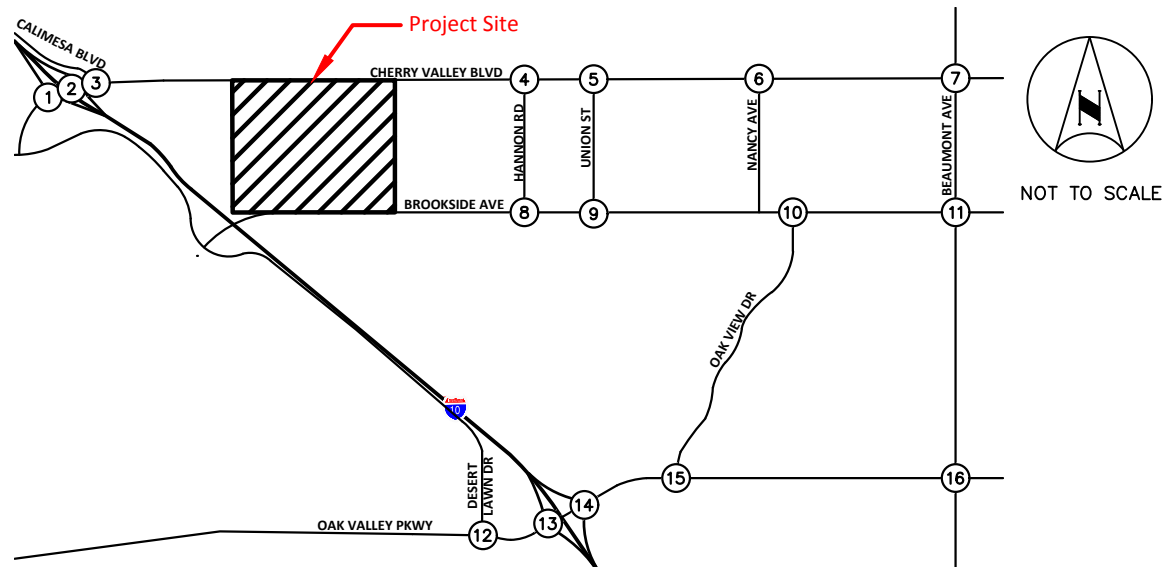
### Horizon Year 2040 Operating Conditions

Intersection Level of Service analysis was conducted for the Horizon Year 2040 conditions. The resulting traffic volumes for Horizon Year 2040 conditions are shown on Figure 14 (previously mentioned). The results of the intersection analysis are shown on Table 9.

Review of this table indicates that, under Horizon Year 2040 conditions, the following intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #6 – Nancy Avenue at Cherry Valley Boulevard – PM: LOS F
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in *Appendix D*.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 15**  
**HORIZON YEAR 2040 TRAFFIC VOLUMES**

TABLE 9  
SUMMARY OF INTERSECTION OPERATION  
HORIZON YEAR 2040 CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	<b>F</b>	577.9	<b>F</b>
2	I-10 WB Ramps at Cherry Valley Boulevard	U	275.3	<b>F</b>	354.5	<b>F</b>
3	Calimesa Boulevard at Cherry Valley Boulevard	U	172.0	<b>F</b>	759.7	<b>F</b>
4	Hannon Road at Cherry Valley Boulevard	U	84.0	<b>F</b>	87.6	<b>F</b>
5	Union Street at Cherry Valley Boulevard	U	53.4	<b>F</b>	138.6	<b>F</b>
6	Nancy Avenue at Cherry Valley Boulevard	U	32.2	D	78.0	<b>F</b>
7	Beaumont Avenue at Cherry Valley Boulevard	S	29.4	C	32.9	C
8	Hannon Road at Brookside Avenue	U	13.3	B	15.2	C
9	Union Street at Brookside Avenue	U	10.7	B	12.1	B
10	Oak View Drive at Brookside Avenue	U	8.8	A	9.5	A
11	Beaumont Avenue at Brookside Avenue	S	36.8	D	71.0	<b>E</b>
12	Desert Lawn Drive at Oak Valley Parkway	U	92.9	<b>F</b>	158.5	<b>F</b>
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	<b>F</b>	1037.2	<b>F</b>
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	<b>F</b>	566.0	<b>F</b>
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	105.3	<b>F</b>
16	Beaumont Avenue at Oak Valley Parkway	S	203.6	<b>F</b>	393.8	<b>F</b>

Note:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

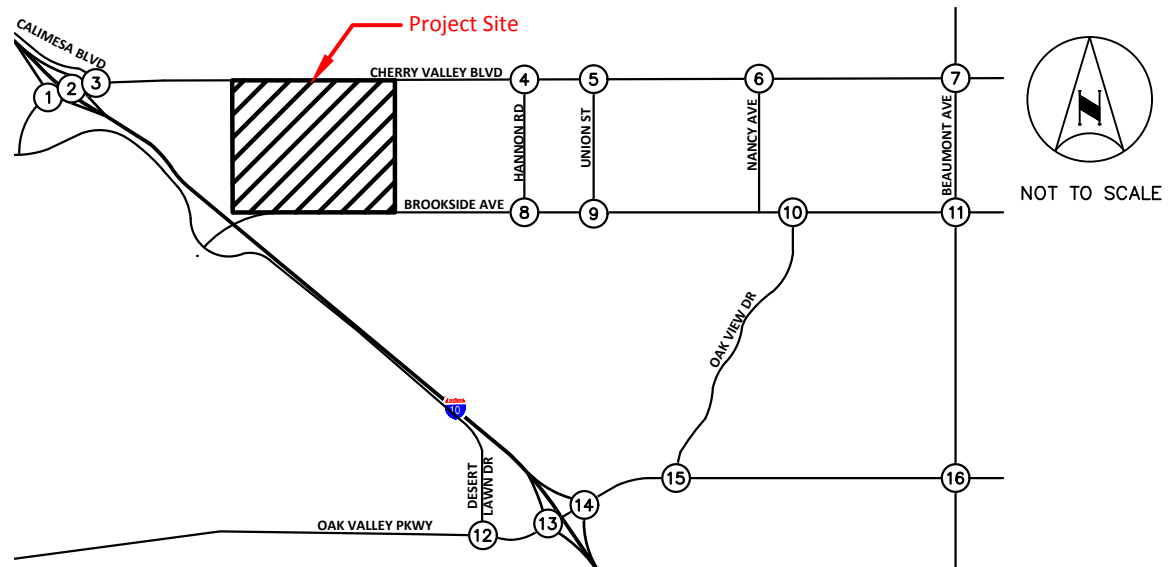
## Horizon Year 2040 Plus Project (Phases 1 and 2) Conditions

Project-related traffic volumes for the Project were added to the Horizon Year 2040 forecasts to develop Horizon Year 2040 Plus Project (Phases 1 and 2) traffic forecast volumes. The resulting traffic volumes are shown on Figure 16.

The results of the Horizon Year 2040 Plus Project (Phases 1 and 2) intersection analysis are shown on Table 10. Review of this table indicates that, under Horizon Year 2040 conditions, the following intersections would operate at an unacceptable Level of Service:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
- #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
- #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
- #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
- #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

Intersection analysis worksheets are provided in *Appendix D*.



1. I-10 EB Ramps at Cherry Valley Blvd	2. I-10 WB Ramps at Cherry Valley Blvd	3. Calimesa Blvd at Cherry Valley Blvd	4. Hannon St at Cherry Valley Blvd	5. Union St at Cherry Valley Blvd
6. Nancy St at Cherry Valley Blvd	7. Beaumont Ave at Cherry Valley Blvd	8. Hannon St at Brookside Ave	9. Union St at Brookside Ave	10. Oak View Dr at Brookside Ave
11. Beaumont Ave at Brookside Ave	12. Desert Lawn Dr at Oak Valley Pkwy	13. I-10 EB Ramps at Oak Valley Pkwy	14. I-10 WB Ramps at Oak Valley Pkwy	15. Oak View Dr at Oak Valley Pkwy
16. Beaumont Ave at Oak Valley Pkwy	D1. Cherry Valley Blvd at West Project Dwy	D2. Cherry Valley Blvd at Middle Project Dwy	D3. Cherry Valley Blvd at East Project Dwy	

**LEGEND:**

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 16**  
**HORIZON YEAR 2040 PLUS PROJECT**  
**(PHASE 1 AND 2) TRAFFIC VOLUMES**

TABLE 10  
SUMMARY OF INTERSECTION OPERATION  
HORIZON YEAR 2040 PLUS PROJECT (PHASE 1 AND 2) CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change in Delay	Sig Impact?	Without Project		With Project		Change in Delay	Sig Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	I-10 EB Ramps at Cherry Valley Boulevard	U	319.9	F	371.4	F	51.5	Yes	577.9	F	643.3	F	65.4	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	U	275.3	F	370.6	F	95.3	Yes	354.5	F	422.0	F	67.5	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	U	172.0	F	729.8	F	557.8	Yes	759.7	F	3150.6	F	2390.9	Yes
4	Hannon Road at Cherry Valley Boulevard	U	84.0	F	380.7	F	296.7	Yes	87.6	F	334.0	F	246.4	Yes
5	Union Street at Cherry Valley Boulevard	U	53.4	F	141.4	F	88.0	Yes	138.6	F	235.1	F	96.5	Yes
6	Nancy Avenue at Cherry Valley Boulevard	U	32.2	D	72.5	F	40.3	Yes	78.0	F	127.3	F	49.3	Yes
7	Beaumont Avenue at Cherry Valley Boulevard	S	29.4	C	30.9	C	1.5	No	32.9	C	35.0	C	2.1	No
8	Hannon Road at Brookside Avenue	U	13.3	B	13.9	B	0.6	No	15.2	C	15.7	C	0.5	No
9	Union Street at Brookside Avenue	U	10.7	B	11.4	B	0.7	No	12.1	B	13.1	B	1.0	No
10	Oak View Drive at Brookside Avenue	U	8.8	A	10.8	B	2.0	No	9.5	A	11.6	B	2.1	No
11	Beaumont Avenue at Brookside Avenue	S	36.8	D	41.2	D	4.4	No	71.0	E	79.7	E	8.7	Yes
12	Desert Lawn Drive at Oak Valley Parkway	U	92.9	F	102.8	F	9.9	Yes	158.5	F	166.8	F	8.3	Yes
13	I-10 EB Ramps at Oak Valley Parkway	S	379.3	F	401.8	F	22.5	Yes	1037.2	F	1058.5	F	21.3	Yes
14	I-10 WB Ramps at Oak Valley Parkway	S	409.9	F	429.1	F	19.2	Yes	566.0	F	592.9	F	26.9	Yes
15	Oak View Drive at Oak Valley Parkway	S	25.6	C	44.6	D	19.0	No	105.3	F	125.5	F	20.2	Yes
16	Beaumont Avenue at Oak Valley Parkway	S	203.6	F	205.1	F	1.5	No	393.8	F	395.8	F	2.0	No
D1	Cherry Valley Boulevard at West Project Dwy	S	-	-	51.6	D	-	-	-	-	47.2	D	-	-
D2	Cherry Valley Boulevard at Middle Project Dwy	S	-	-	9.2	A	-	-	-	-	11.4	B	-	-
D3	Cherry Valley Boulevard at East Project Dwy	U	-	-	13.5	B	-	-	-	-	16.1	C	-	-

Notes:

- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.



## RECOMMENDED IMPROVEMENTS

Based on the impact criteria presented earlier in the report (page 5), the project effects would be considered significant at the following intersections under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 conditions:

- #1 – I-10 EB Ramps at Cherry Valley Boulevard
- #2 – I-10 WB Ramps at Cherry Valley Boulevard
- #3 – Calimesa Boulevard at Cherry Valley Boulevard
- #4 – Hannon Road at Cherry Valley Boulevard
- #5 – Union Street at Cherry Valley Boulevard
- #6 – Nancy Avenue at Cherry Valley Boulevard
- #11 – Beaumont Avenue at Brookside Avenue
- #12 – Desert Lawn Drive at Oak Valley Parkway
- #13 – I-10 EB Ramps at Oak Valley Parkway
- #14 – I-10 WB Ramps at Oak Valley Parkway
- #15 – Oak View Drive at Oak Valley Parkway

Implementation of the following improvements under Opening Year 2024, Opening Year 2027, and Horizon Year 2040 are recommended to either bring the intersection to an acceptable Level of Service or mitigate the project's effect at the study intersection:

### #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 2<sup>nd</sup> eastbound through lane
- Add a 2<sup>nd</sup> westbound through lane
- Install a traffic signal

### #4 – Hannon Road at Cherry Valley Boulevard

- Add a 2<sup>nd</sup> eastbound through lane
- Add a 2<sup>nd</sup> westbound through lane
- Install a traffic signal

#### #5 – Union Street at Cherry Valley Boulevard

- Add a 2<sup>nd</sup> eastbound through lane
- Add a 2<sup>nd</sup> westbound through lane
- Install a traffic signal

#### #6 – Nancy Avenue at Cherry Valley Boulevard

- Add a 2<sup>nd</sup> eastbound through lane
- Add a 2<sup>nd</sup> 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 2<sup>nd</sup> eastbound through lane

#### #13 – I-10 EB Ramps at Oak Valley Parkway

- Add a 2<sup>nd</sup> southbound left-turn lane
- Add a 2<sup>nd</sup> eastbound through lane
- Add a 2<sup>nd</sup> westbound through lane

#### #14 – I-10 WB Ramps at Oak Valley Parkway

- Add a northbound left-turn lane
- Add a 2<sup>nd</sup> eastbound through lane
- Add a 2<sup>nd</sup> westbound through lane

#### #15 – Oak View Drive at Oak Valley Parkway

- Add a 2<sup>nd</sup> 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 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 toward future improvements, or a combination of these approaches. A summary of which improvements are part of the regional TUMF program are shown on 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 Tables 13, 14, and 15, respectively.

## I-10/CHERRY VALLEY BOULEVARD INTERCHANGE

The City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

## 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 will be constructed by the San Geronio Crossing project to the north.
- Brookside Avenue
  - Construction along the Project frontage to its ultimate halfwidth 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.

TABLE 11 SUMMARY OF INTERSECTION OPERATION RECOMMENDED IMPROVEMENTS																						
Int. #	Intersection	Improvements	Peak Hour	Traffic Control	Opening Year 2024					Opening Year 2027					Horizon Year 2040							
					Without Project		With Project		With Improvements	Without Project		With Project		With Improvements	Without Project		With Project		With Improvements			
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	I-10 EB Ramps at Cherry Valley Boulevard	Construct Traffic Signal (TUMF) Add WB left-turn lane (TUMF) Add EB right-turn lane (TUMF) Add SB right-turn lane (TUMF)	AM	S	295.0	F	316.2	F	85.1	F	319.9	F	371.4	F	115.1	F	319.9	F	371.4	F	115.1	F
			PM	S	537.9	F	561.6	F	168.6	F	566.0	F	631.2	F	222.2	F	577.9	F	643.3	F	228.0	F
2	I-10 WB Ramps at Cherry Valley Boulevard	Construct Traffic Signal (TUMF) Add NB left-turn lane (TUMF) Add EB left-turn lane Add WB right-turn lane	AM	S	220.6	F	253.9	F	82.5	F	239.0	F	323.1	F	88.7	F	275.3	F	370.6	F	113.4	F
			PM	S	289.1	F	322.9	F	21.7	C	306.7	F	377.3	F	21.5	C	354.5	F	422.0	F	21.5	C
3	Calimesa Boulevard at Cherry Valley Boulevard	Add 2nd EB through lane (TUMF) Add 2nd WB through lane (TUMF) Construct Traffic Signal	AM	S	46.0	E	71.1	F	8.6	A	53.1	F	199.6	F	8.5	A	172.0	F	729.8	F	9.7	A
			PM	S	229.3	F	548.9	F	10.0	A	310.2	F	1417.6	F	10.8	B	759.7	F	3150.6	F	12.9	B
4	Hannon Road at Cherry Valley Boulevard	Add 2nd EB through lane Add 2nd WB through lane Construct Traffic Signal	AM	S	--	--	--	--	--	--	28.0	D	81.0	F	6.1	A	84.0	F	380.7	F	9.8	A
			PM	S	29.7	D	36.2	E	3.7	A	32.6	D	77.2	F	4.1	A	87.6	F	334.0	F	5.8	A
5	Union Street at Cherry Valley Boulevard	Add 2nd EB through lane Add 2nd WB through lane Construct Traffic Signal	AM	S	--	--	--	--	--	--	17.0	C	52.5	F	14.5	B	53.4	F	141.4	F	22.2	C
			PM	S	26.0	D	39.7	E	4.0	A	30.6	D	92.2	F	4.8	A	138.6	F	235.1	F	5.5	A
6	Nancy Avenue at Cherry Valley Boulevard	Add 2nd EB through lane Add 2nd WB through lane Add dedicated EB right-turn lane	AM	U	--	--	--	--	--	--	17.4	C	36.7	E	12.5	B	32.2	D	72.5	F	14.6	B
			PM	U	--	--	--	--	--	--	25.2	D	49.9	E	13.8	B	78.0	F	127.3	F	19.5	C
11	Beaumont Avenue at Brookside Avenue	Add EB right-turn overlap Add WB right-turn lane with overlap Add WB right-turn lane Traffic Signal relocation and modification	AM	S	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	S	54.8	D	56.2	E	27.0	C	60.3	E	67.2	E	28.6	C	71.0	E	79.7	E	30.5	C
12	Desert Lawn Drive at Oak Valley Parkway	Add 2nd EB through lane (TUMF)	AM	U	--	--	--	--	--	--	69.5	F	79.0	F	19.2	C	92.9	F	102.8	F	30.5	D
			PM	U	--	--	--	--	--	--	127.0	F	134.4	F	27.0	D	158.5	F	166.8	F	47.0	E
13	I-10 EB Ramps at Oak Valley Parkway	Add 2nd SB left-turn lane (TUMF) Add 2nd EB through lane (TUMF) Add 2nd WB through lane (TUMF)	AM	S	--	--	--	--	--	--	379.3	F	404.8	F	145.4	F	379.3	F	401.8	F	144.3	F
			PM	S	--	--	--	--	--	--	1036.3	F	1057.6	F	428.1	F	1037.2	F	1058.5	F	427.0	F
14	I-10 WB Ramps at Oak Valley Parkway	Add NB left-turn lane (TUMF) Add 2nd EB through lane (TUMF) Add 2nd WB through lane (TUMF)	AM	S	--	--	--	--	--	--	409.9	F	429.1	F	290.8	F	409.9	F	429.1	F	290.8	F
			PM	S	544.6	F	551.3	F	217.6	F	566.0	F	592.9	F	235.6	F	566.0	F	592.9	F	235.6	F
15	Oak View Drive at Oak Valley Parkway	Add 2nd EB through lane (TUMF) Modify SB right-turn lane to free right-turn lane Traffic Signal relocation and modification	AM	S	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	S	96.9	F	104.8	F	10.0	B	105.3	F	125.5	F	11.5	B	105.3	F	125.5	F	11.5	B
Notes: - Bold values indicate intersections operating at an unacceptable Level of Service  - Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.																						

TABLE 12  
SUMMARY OF RECOMMENDED IMPROVEMENTS IN TUMF PROGRAM

#	Intersection	Jurisdiction	Recommended Improvements	Improvements in TUMF?
1	I-10 EB Ramps at Cherry Valley Boulevard	Caltrans	Construct Traffic Signal	Yes
			Add WB left-turn lane	Yes
			Add EB right-turn lane	Yes
			Add SB right-turn lane	Yes
2	I-10 WB Ramps at Cherry Valley Boulevard	Caltrans	Construct Traffic Signal	Yes
			Add NB left-turn lane	Yes
			Add EB left-turn lane	Yes
			Add WB right-turn lane	Yes
3	Calimesa Boulevard at Cherry Valley Boulevard	Calimesa	Add 2nd EB through lane	Yes
			Add 2nd WB through lane	Yes
			Construct Traffic Signal	No
4	Hannon Road at Cherry Valley Boulevard	Riverside County	Add 2nd EB through lane	No
			Add 2nd WB through lane	No
			Construct Traffic Signal	No
5	Union Street at Cherry Valley Boulevard	Riverside County	Add 2nd EB through lane	No
			Add 2nd WB through lane	No
			Construct Traffic Signal	No
6	Nancy Avenue at Cherry Valley Boulevard	Riverside County	Add 2nd EB through lane	No
			Add 2nd WB through lane	No
			Add dedicated EB right-turn lane	No
11	Beaumont Avenue at Brookside Avenue	Beaumont/ Riverside County	Add EB right-turn overlap	No
			Add WB right-turn lane with overlap	No
			Add WB right-turn lane	No
12	Desert Lawn Drive at Oak Valley Parkway	Beaumont	Add 2nd EB through lane	Yes
13	I-10 EB Ramps at Oak Valley Parkway	Caltrans	Add a 2nd SB left-turn lane	Yes
			Add a 2nd EB through lane	Yes
			Add a 2nd WB through lane	Yes
14	I-10 WB Ramps at Oak Valley Parkway	Caltrans	Add NB left-turn lane	Yes
			Add 2nd EB through lane	Yes
			Add 2nd WB through lane	Yes
15	Oak View Drive at Oak Valley Parkway	Beaumont	Add 2nd EB through lane	Yes
			Modify SB right-turn lane to free right-turn lane	No

TABLE 13  
SUMMARY OF PROJECT FAIR SHARE FOR RECOMMENDED IMPROVEMENTS - OPENING YEAR 2024

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Total Volume		Total	Project		Total Volume		Total	Project	
		2021	2024	Growth	Trips		2021	2024	Growth	Trips	
1	I-10 EB Ramps at Cherry Valley Boulevard	1,532	2,885	1,353	118	8.7%	1,646	3,898	2,252	115	5.1%
2	I-10 WB Ramps at Cherry Valley Boulevard	1,345	2,605	1,260	206	16.3%	1,056	3,024	1,968	243	12.3%
3	Calimesa Boulevard at Cherry Valley Boulevard	799	1,541	742	206	27.8%	915	1,866	951	243	25.6%
4	Hannon Road at Cherry Valley Boulevard	729	1,164	435	101	23.2%	806	1,357	551	111	20.1%
5	Union Street at Cherry Valley Boulevard	643	1,053	410	90	22.0%	742	1,265	523	100	19.1%
11	Beaumont Avenue at Brookside Avenue	951	1,824	873	42	4.8%	1,220	2,372	1,152	46	4.0%
12	Desert Lawn Drive at Oak Valley Parkway	935	1,418	483	11	2.3%	1,103	1,992	889	11	1.2%
13	I-10 EB Ramps at Oak Valley Parkway	1,413	3,034	1,621	15	0.9%	1,693	4,469	2,776	33	1.2%
14	I-10 WB Ramps at Oak Valley Parkway	1,811	4,150	2,339	37	1.6%	1,905	5,683	3,778	43	1.1%
15	Oak View Drive at Oak Valley Parkway	1,518	3,084	1,566	37	2.4%	1,686	3,756	2,070	43	2.1%

TABLE 14  
SUMMARY OF PROJECT FAIR SHARE FOR RECOMMENDED IMPROVEMENTS - OPENING YEAR 2027

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Total Volume		Total	Project		Total Volume		Total	Project	
		2021	2027	Growth	Trips		2021	2027	Growth	Trips	
1	I-10 EB Ramps at Cherry Valley Boulevard	1,532	3,126	1,594	267	16.8%	1,646	4,127	2,481	246	9.9%
2	I-10 WB Ramps at Cherry Valley Boulevard	1,345	2,960	1,615	472	29.2%	1,056	3,335	2,279	478	21.0%
3	Calimesa Boulevard at Cherry Valley Boulevard	799	1,854	1,055	472	44.7%	915	2,157	1,242	478	38.5%
4	Hannon Road at Cherry Valley Boulevard	729	1,471	742	365	49.2%	806	1,639	833	344	41.3%
5	Union Street at Cherry Valley Boulevard	643	1,330	687	328	47.7%	742	1,518	776	310	39.9%
6	Nancy Avenue at Cherry Valley Boulevard	565	1,168	603	254	42.1%	689	1,392	703	242	34.4%
11	Beaumont Avenue at Brookside Avenue	951	1,986	1,035	148	14.3%	1,220	2,539	1,319	139	10.5%
12	Desert Lawn Drive at Oak Valley Parkway	935	1,500	565	37	6.5%	1,103	2,080	977	34	3.5%
13	I-10 EB Ramps at Oak Valley Parkway	1,413	3,221	1,808	115	6.4%	1,693	4,662	2,969	124	4.2%
14	I-10 WB Ramps at Oak Valley Parkway	1,811	4,363	2,552	143	5.6%	1,905	5,892	3,987	137	3.4%
15	Oak View Drive at Oak Valley Parkway	1,518	3,284	1,766	143	8.1%	1,686	3,951	2,265	137	6.0%



TABLE 15  
SUMMARY OF PROJECT FAIR SHARE FOR RECOMMENDED IMPROVEMENTS - HORIZON YEAR 2040

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Total Volume		Total	Project		Total Volume		Total	Project	
		2021	2040	Growth	Trips		2021	2040	Growth	Trips	
1	I-10 EB Ramps at Cherry Valley Boulevard	1,532	3,126	1,594	267	16.8%	1,646	4,151	2,505	246	9.8%
2	I-10 WB Ramps at Cherry Valley Boulevard	1,345	3,325	1,980	472	23.8%	1,056	3,569	2,513	478	19.0%
3	Calimesa Boulevard at Cherry Valley Boulevard	799	2,187	1,388	472	34.0%	915	2,351	1,436	478	33.3%
4	Hannon Road at Cherry Valley Boulevard	729	1,662	933	365	39.1%	806	1,907	1,101	344	31.2%
5	Union Street at Cherry Valley Boulevard	643	1,638	995	328	33.0%	742	1,978	1,236	310	25.1%
6	Nancy Avenue at Cherry Valley Boulevard	565	1,324	759	254	33.5%	689	1,691	1,002	242	24.2%
11	Beaumont Avenue at Brookside Avenue	951	2,058	1,107	148	13.4%	1,220	2,668	1,448	139	9.6%
12	Desert Lawn Drive at Oak Valley Parkway	935	1,876	941	37	3.9%	1,103	2,393	1,290	34	2.6%
13	I-10 EB Ramps at Oak Valley Parkway	1,413	3,455	2,042	115	5.6%	1,693	4,698	3,005	124	4.1%
14	I-10 WB Ramps at Oak Valley Parkway	1,811	4,363	2,552	143	5.6%	1,905	5,892	3,987	137	3.4%
15	Oak View Drive at Oak Valley Parkway	1,518	3,284	1,766	143	8.1%	1,686	3,951	2,265	137	6.0%

## SUMMARY OF FINDINGS AND CONCLUSIONS

- This study has been prepared to evaluate the traffic-related effects of the proposed Beaumont Summit Station project. The project consists of a 1,213,235 square-foot high-cube short-term storage building, with 20,000 square feet of office space, a 985,860 square-foot high-cube short-term storage building with 20,000 square feet of office space, a 358,370 square-foot general warehouse with 10,000 square feet of office space, a 220-room hotel, a 25,000 square foot shopping center, a 15,000 square foot high-turnover (sit-down) restaurant, and a 10,000 square foot fast-food restaurant with drive-through. The project will be conducted in two phases, with the Light Industrial uses being constructed in Phase 1 and completed in 2024, and the Commercial uses being constructed in Phase 2 and complete in 2027. The project is located immediately east of the I-10 Freeway and in between Cherry Valley Boulevard and Brookside Avenue.
- Weekday morning peak hour and weekday evening peak hour operating conditions were evaluated at 16 study intersections for the following study scenarios:
  - Existing Conditions
  - Opening Year 2024 Cumulative
  - Opening Year 2024 Cumulative Plus Project (Phase 1)
  - Opening Year 2027 Cumulative
  - Opening Year 2027 Cumulative Plus Project (Phases 1 and 2)
  - Horizon Year 2040
  - Horizon Year 2040 Plus Project (Phases 1 and 2)
- Under Existing Conditions, the following study intersections would operate at an unacceptable Level of Service:
  - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS E, PM: LOS F
  - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F
  - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F
- Phase 1 of the project is estimated to generate 4,667 daily PCE trips, with 303 PCE trips during the morning peak hour and 362 PCE during the evening peak hour.
- Phases 1 and 2 of the project is estimated to generate 13,152 daily PCE trips, with 835 PCE trips during the morning peak hour and 832 PCE trips during the evening peak hour.
- Ambient traffic growth at a rate of 2.0 percent per year was added to Existing Conditions to develop Opening Year 2024 forecasts.
- Under Opening Year 2024 Cumulative Conditions, the following intersections would operate at an unacceptable Level of Service with the addition of ambient growth:
  - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
  - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F

- #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS E; PM: LOS F
  - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
  - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Under Opening Year 2024 Cumulative Plus Project (Phase 1) Conditions, the following intersections would operate at an unacceptable Level of Service with the of project traffic:
    - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
    - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #15 – Oak View Drive at Oak Valley Parkway – AM: LOS E; PM: LOS F
    - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Ambient traffic growth at a rate of 2.0 percent per year was added to Opening Year 2024 volumes to develop Opening Year 2027 forecasts.
- Under Opening Year 2027 Cumulative Conditions, the following intersections would operate at an unacceptable Level of Service with the addition of ambient growth:
    - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
    - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
    - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Under Opening Year 2027 Cumulative Plus Project (Phases 1 and 2) Conditions, the following intersections would operate at an unacceptable Level of Service with the of project traffic:
    - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F

- #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
  - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
  - #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
  - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS F
  - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #14 – I-10 Westbound Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #15 – Oak View Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
  - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- To derive forecasts for Horizon Year 2040 Conditions, RivTAM 2012 and 2040 forecasts were used.
- Under Horizon Year 2040 Conditions, the following intersections would operate at an unacceptable Level of Service.
    - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #6 – Nancy Avenue at Cherry Valley Boulevard – PM: LOS F
    - #11 – Beaumont Avenue at Brookside Avenue – PM: LOS E
    - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #15 – Oak View Drive at Oak Valley Parkway – PM: LOS F
    - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F
- Under Horizon Year 2040 Plus Project (Phases 1 and 2) Conditions, the following intersections would continue to operate at an unacceptable Level of Service:
    - #1 – I-10 EB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #2 – I-10 WB Ramps at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #3 – Calimesa Boulevard at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #4 – Hannon Road at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #5 – Union Street at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #6 – Nancy Avenue at Cherry Valley Boulevard – AM: LOS F; PM: LOS F
    - #11 – Beaumont Avenue at Brookside Avenue – AM: LOS E; PM: LOS F
    - #12 – Desert Lawn Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #13 – I-10 EB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #14 – I-10 WB Ramps at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #15 – Oak View Drive at Oak Valley Parkway – AM: LOS F; PM: LOS F
    - #16 – Beaumont Avenue at Oak Valley Parkway – AM: LOS F; PM: LOS F

- Recommended improvements to either bring the intersection to an acceptable Level of Service or mitigate the project's effect at deficient study intersections have been addressed.
- 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 toward future improvements, or a combination of these approaches.



**Table A: Summary of Queuing Storage Capacity**





TABLE A  
SUMMARY OF QUEUEING STORAGE CAPACITY  
BEAUMONT SUMMIT STATION

Intersection	Movement	Storage Capacity (ft)	95th Percentile PM Peak Hour Queue Length (ft/In)			
			Opening Year 2024	Opening Year 2024 Plus Phase 1	Opening Year 2027	Opening Year 2027 Plus Phases 1 and 2
I-10 EB Ramps at Cherry Valley Blvd	Southbound	1,150	3,572	3,705	3,733	4,114
I-10 WB Ramps at Cherry Valley Blvd	Northbound	1,050	1,435	1,574	1,485	1,738