

PREAMBLE: Assured contamination of public drinking water

While the U.S. strives to decontaminate water from coast to coast, William A. Shopoff and Riverside County assures the public of its willful polluting* of a water basin in promoting a massive warehouse/distribution center over a water basin. Its own EIR guarantees contamination of a healthy water source/as published in the ANNUAL REPORT OF DRINKING WATER QUALITY 2018.* (CRIMINAL OFFENSE IN CALIF.)

The projects original stated intention in the EIR of 2017, was to dump the stormwater runoff and contaminates down a canyon into the Santa Ana River; halted by Riverside EPA office, afterwards closed.

William Shopoff is currently embroiled in litigation for defrauding investors of millions of dollars INTERNET @ William A. Shopoff

RIVERSIDE CALIF. APPEARS TO VALUE INDUSTRIAL REVENUE OVER THE WELFARE AND HEALTH OF CITIZENS, MUCH LIKE OTHER COUNTIES IN THE U.S., ACCORDING TO GOVERNMENT SPOKESPERSONS CONTACTED. HUMAN BEINGS SEEM EXPENDABLE; PROFITS AND INCOME ARE PRIMARY! Field agents for various ENVIRONMENTAL DEPARTMENTS HAVE BEEN COMPROMISED BY COUNTIES AND INVESTORS; PROMOTING THE PROJECTS IN THE AREA OF THEIR DISTRICT OFFICES.

CURRENTLY, RIVERSIDE COUNTY DECLINES ANY INPUT FROM PEOPLE CONCERNED WITH MAJOR ITEMS IN THE EIR of 2017 - AIR QUALITY POLLUTANTS (diesel emissions etc EXCEED FEDERAL AND STATE AIR QUALITY STANDARDS (see enclosed compiled list) TOXIC AIR POLLUTION FROM CONSTRUCTION - PROJECT -CONFLICT WITH APPLICABLE MANAGEMENT PROGRAM! TRAFFIC CONGESTION APPROX. 3,000 VEHICLES DAILY - PROJECT COULD VIOLATE WATER QUALITY STANDARDS BOTH IN CONSTRUCTION AND OPERATION. Residents only allowed to comment on court-ordered roof solar panels and conservative energy use.

CALIFORNIA ENVIRONMENTAL QUALITY ACT
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JANUARY 20, 2020

DEAR EXECUTIVE:

* Thousands of lives and health in the Fifth District are (70,000) threatened by Riverside County Planning Department Supervisors (4), TO SATISFY THE GREED OF ONE LAND DEVELOPER. This Department has aggressively promoted William Shopoff's plans for a massive distribution Center directly over the Beaumont/Cherry Valley water basin serving four cities.

The project's October 2017 EIR spells out several negative factors, especially the degrading of water quality. Please see compiled copy of EIR facts, relating construction and operation of warehouse. Note list of contaminates in drinking water...for homes, schools, hospitals etc. NO FINAL WQMP.

HUNDREDS OF LETTERS WRITTEN IN PROTEST, SCOPING SESSIONS ATTENDED - HAVE DONE LITTLE TO ASSIST DESPERATE CITIZENS.

Sincerely, John Gray

Encl.

John Gray

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JAN 24 2020
STATE CLEARINGHOUSE

CONSEQUENCES

Mega-Warehouse in Cherry Valley

RIVERSIDE COUNTY

The following is a condensed version of the SAN GORGONIO CROSSINGS EIR REPORT NO. 534 - dated May 26, 2017, consisting of over 800 pages on disk at Calimesa Public Library/Beaumont Public Library.

Pages are from Report, with comments by J.Gray indicated by []*

AIR QUALITY

- Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias.

Criteria Pollutant

Air Pollutant

Impact AQ-3: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Ozone

Sulfates

Air Quality—The project could impede attainment of the Air Quality Management Plan because its emissions will exceed the SCAQMD regional significance thresholds for NO_x and ROG during operations, even after implementation of all feasible mitigation. The predominance of operational emissions are generated by project traffic, and at present there are no additional feasible mitigation measures that would reduce these emissions to levels that are less-than-significant.

Nitrogen dioxide^b (NO₂)

The project would also result in cumulatively considerable net increase in a criteria pollutant, ozone, because regional significance thresholds for ROG and NO_x, both ozone precursors, are exceeded.

Carbon monoxide (CO)

Regional emissions include those generated from all on-site and off-site activities. Regional significance thresholds have been established by the SCAQMD because emissions from projects in the Basin can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards.

Diesel particulate (diesel PM)

Impact AQ-2: The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

[THOUSANDS OF FAMILIES LIVE WITHIN MILES FROM PROJECT. ONE COMMUNITY IS 200 FT. FROM SITE W/ CHILDREN AND SENIORS - LOVING FAMILIES!]*

Impact AQ-3: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

[CONTRADICTION! DIESEL EMISSIONS ARE AIR-BORNE FOR MILES, BREATHED IN BY PEOPLE (sensitive receptors); WHICH CAN NOT BE REMOVED OR PREVENTED FROM ENTERING BEAUMONT WATER BASIN WITHIN MILES BEYOND SAN GORGONIO PROJECT DURING RAIN

Toxic Air Pollutants—Project Construction

The greatest potential for toxic air contaminant (TAC) emissions during construction are diesel particulate emissions associated with heavy equipment operations during construction activities. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue because of the short-term nature of construction activities. Construction activities associated with the proposed project would be short term (approximately 2 years). **[UNBELIEVABLE**

STATEMENT!]*

The results of the Health Risk Assessment for cancer risks are provided in Table 3.3-17. These results reflect emissions from on-site vehicle travel and idling, as well as traveling along Cherry Valley

[Calif. study indicates DIESEL EMISSIONS ARE CANCER CAUSING; Studies by UCLA/USC support Calif. finding, noting increased cases of lung cancer in residents with 15 miles of L.A. Yards/Ports, and major cancers among on-site workers]*

The Health Risk Assessment quantifies the cancer risk from project operational toxic air pollutant emissions, primarily from delivery truck exhaust from traffic and truck idling emissions at loading docks.

Impacts may include the following: irrigation to respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage. Children who live in high ozone communities and who participate in multiple sports have been observed to have a higher asthma risk. This is a significant cumulative health impact associated with ground-level ozone concentrations.

TRAFFIC

Project Trip Generation Summary

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
San Gorgonio Crossing Passenger Cars	103	46	149	46	103	149	1,935
San Gorgonio Crossing Net Truck Trips ⁴	39	17	56	23	51	74	1,191
San Gorgonio Crossing	141	64	205	69	154	223	3,126

Traffic Increase [TENANT MAY PLAN 24 hour/7 DAYS A WEEK TRIPS]*

Impact TRAN-1: The project would conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. **[CIRCULATION SYSTEM: TRAFFIC]***

Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

? **Impact AQ-4:** The project would not expose sensitive receptors to substantial pollutant concentrations. **[SENSITIVE RECEPTORS = HUMAN BEINGS]***

Impact HYD-1: The project could violate water quality standards or waste discharge requirements.

WATER QUALITY

Impact Analysis

Implementation of the project would result in construction activities that could have the potential to contribute to pollutants in off-site surface waters, potentially impacting the water quality of the Santa Ana Watershed. Generally, construction-phase activities could generate pollutants such as increased silts, debris, chemicals, and dissolved solids related to the activities described below:

[DRINKING WATER - BEAUMONT/CHERRY VALLEY WATER BASIN]*

Water quality in jurisdictional areas can be negatively affected by potential surface runoff and sedimentation during construction. The use of petroleum products (e.g., fuels, oils, and lubricants) and erosion of cleared land during construction could potentially contaminate surface water.

Long-Term Operational Impacts

Long-term operations of the project would increase the potential of stormwater runoff transporting contaminants from roadway surfaces, parking lots, roofs and other exposed structural and landscape surfaces into the storm drain system. Typical industrial runoff contaminants (e.g., oil, grease, surfactant, heavy metals, solvents, pesticides, nutrients, or fecal coliform bacteria) can be expected within runoff.

[AIR-BORNE DIESEL PARTICULATE]

Impact HYD-6: The project could otherwise substantially degrade water quality.

Impact Analysis

[AIR-BORNE DIESEL PARTICULATE]

The project has the potential to degrade local water quality. Development of the project site will introduce a number of urban pollutants into the area, most notably oil, grease, rubber residue, brake shoe dust, and other vehicular fluids and materials. *

proposed Gateway/San Gorgonio Crossing mega-warehouse in Cherry Valley.