

Appendix L – Notice of Preparation

NOTICE OF PREPARATION

TO: Agencies, Organizations and Interested Parties

Date: September 22, 2021

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a), 15103, and 15375 of the California Code of Regulations

The City of Beaumont is the Lead Agency under the California Environmental Quality Act (CEQA) in the preparation of the Environmental Impact Report (EIR) for the Project identified below. The Lead Agency has prepared this Notice of Preparation (NOP) for the EIR in order to provide the widest exposure and opportunity for input from public agencies, stakeholders, organizations, and individuals on the scope of the environmental analysis addressing the potential effects of the Proposed Project.

PROJECT TITLE: BEAUMONT SUMMIT STATION

AGENCIES: The City of Beaumont requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b).

ORGANIZATIONS AND INTERESTED PARTIES: The City of Beaumont requests your comments and concerns regarding the environmental issues associated with 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.

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 residential planning areas, small parks, trails, open space, circulation, and a neighborhood park. The Specific Plan was accompanied by a General Plan Amendment, Pre-zoning, authorization for an application for Local Agency Formation Commission (LAFCO) Annexation, and a Development Agreement. The Specific Plan site is generally located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10).

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.

PROJECT LOCATION: The Beaumont Summit Station Specific Plan (a comprehensive amendment of the Sunny-Cal Specific Plan) (the Project, or proposed Project) site is in the northwestern portion of the City of Beaumont, California. The Project site is approximately 186 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 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.

PROJECT DESCRIPTION: The proposed Project includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. In addition, the proposed Project includes the following elements:

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. These parcels 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

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 uses.

Parcel 4 (Specific Plan Planning Area 2) would include the development of up to 150,000 square feet of commercial uses, as follows:

- Four story hotel: 100,000 square feet (220 hotel rooms)
- Restaurant: 25,000 square feet
- Retail: 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.

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 improvement including roadway improvements, utility connections, and rights-of-way to support the Project.

Table 1 Existing and Proposed Land Use				
Land Use	Sunny-Cal Specific Plan (2007)		Specific Plan Amendment (2021)	
Low Density Residential	158.65 ac	560 du	--	--
E-Commerce Office	--	--	139.7 ac	2,507,465 sf 50,000 sf
Commercial Hotel (220 Keys)	--	--	10.9 ac	100,000 sf
Retail	--	--		25,000 sf
Restaurant	--	--		25,000 sf
Open Space				
Park/Trail	21.15 ac		0 ac	
Buffer/Open Space	8.71 ac		30.6 ac	
Road Dedication	9.8 ac		6.7 ac	
Total	200 ac		188 ac	

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).

POTENTIAL ENVIRONMENTAL EFFECTS: The City of Beaumont has directed preparation of an Environmental Impact Report to evaluate the proposed Project’s potential environmental impacts and analyze Project alternatives. The environmental topic areas anticipated to be included in the EIR include Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology, Land Use and Planning, Noise, Public Services, Recreation, Transportation, Tribal Resources, Utilities and Service Systems, and Wildfire.

The EIR will address the short- and long-term effects of the Project on the environment, including the impacts of any off-site improvements. It will also evaluate the potential for the Project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed Project will be evaluated that may reduce impacts that are determined to be significant in the EIR. Mitigation will be proposed for those impacts that are determined to be significant.

PUBLIC REVIEW PERIOD: This NOP will be available for public review and comment for a period of 30-days from the date posted above. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project,

to identify those environmental issues potentially affected by the Project which should be addressed further by the City of Beaumont in the EIR. This NOP is available for public review during regular business hours at City Hall (address located below), and online at <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>. The City of Beaumont will accept comments that are written, emailed, faxed and or any other format.

COMMENTS: In your comment, please indicate a contact person for your agency or organization and send your comments to:

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

In addition to mail, your comments may also be sent by FAX to 951.769.8526 or by email to ctaylor@beaumontca.gov and include “(BEAUMONT SUMMIT STATION” in the subjectline).

PUBLIC SCOPING MEETING: The City will hold an in person Scoping Meeting to present updates on the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the EIR. In addition, a virtual attendance option is available as well. The scoping meeting will be held at the following, date, time, location, and virtual meeting link:

Scoping Meeting Date/Time/Location: **Thursday, October 7, 2021 at 5:30PM**

Beaumont Civic Center
City Council
Chambers
550 E. 6th Street
Beaumont, CA 92223

Virtual Meeting Link: <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>
YouTube Link for Scoping Meeting Streaming: <https://www.youtube.com/c/TheCityofBeaumont>

Attachments:

Exhibit 1 – Aerial Map
Exhibit 2 – Amended and Restated Specific Plan Land Use Plan
Exhibit 3 – Site Plan



EXHIBIT 1: Aerial Map
Beaumont Summit Station Project
City of Beaumont, California

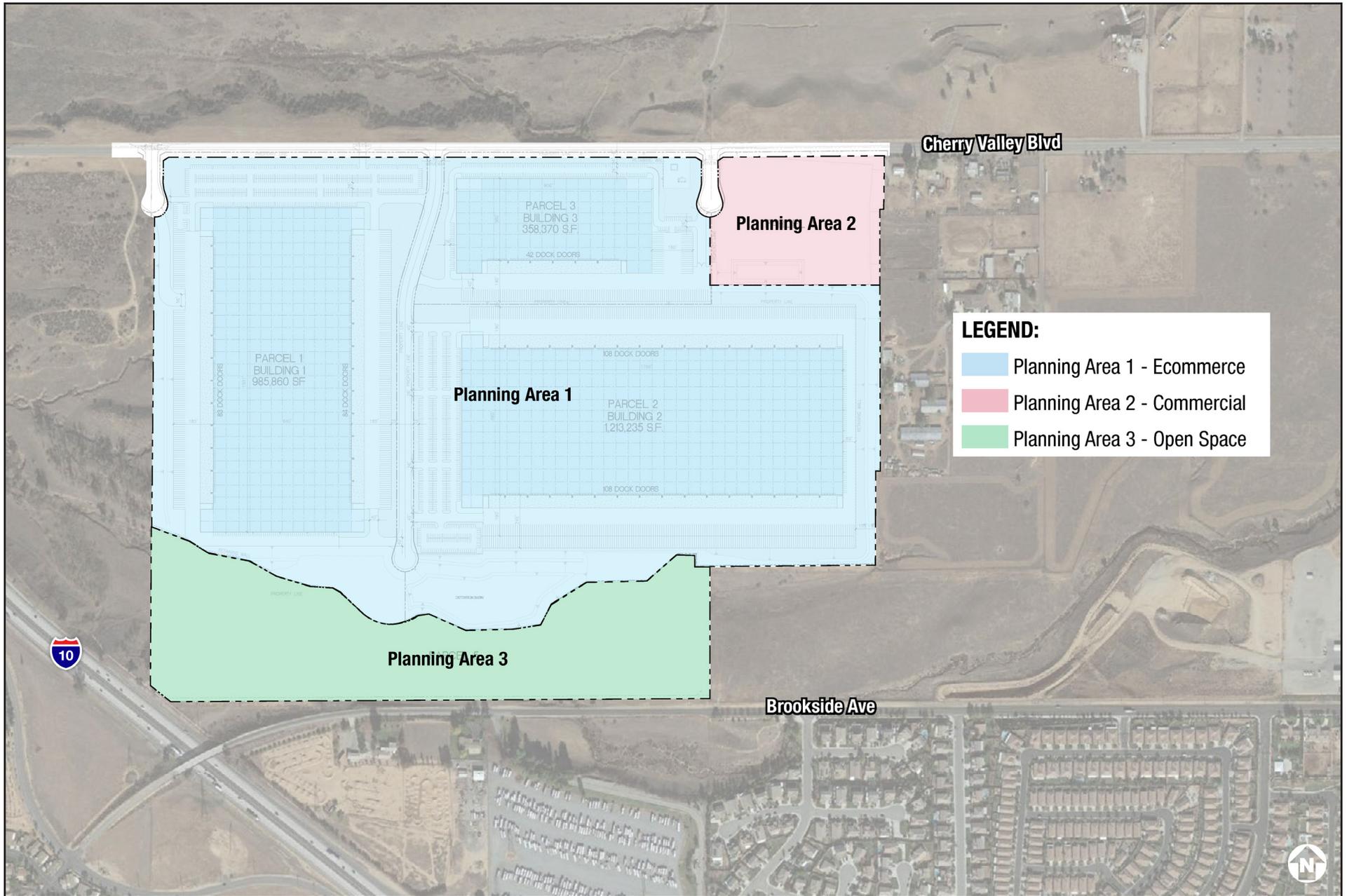


EXHIBIT 2: Amended and Restated Specific Plan Land Use Plan

Beaumont Summit Station Project
City of Beaumont, California

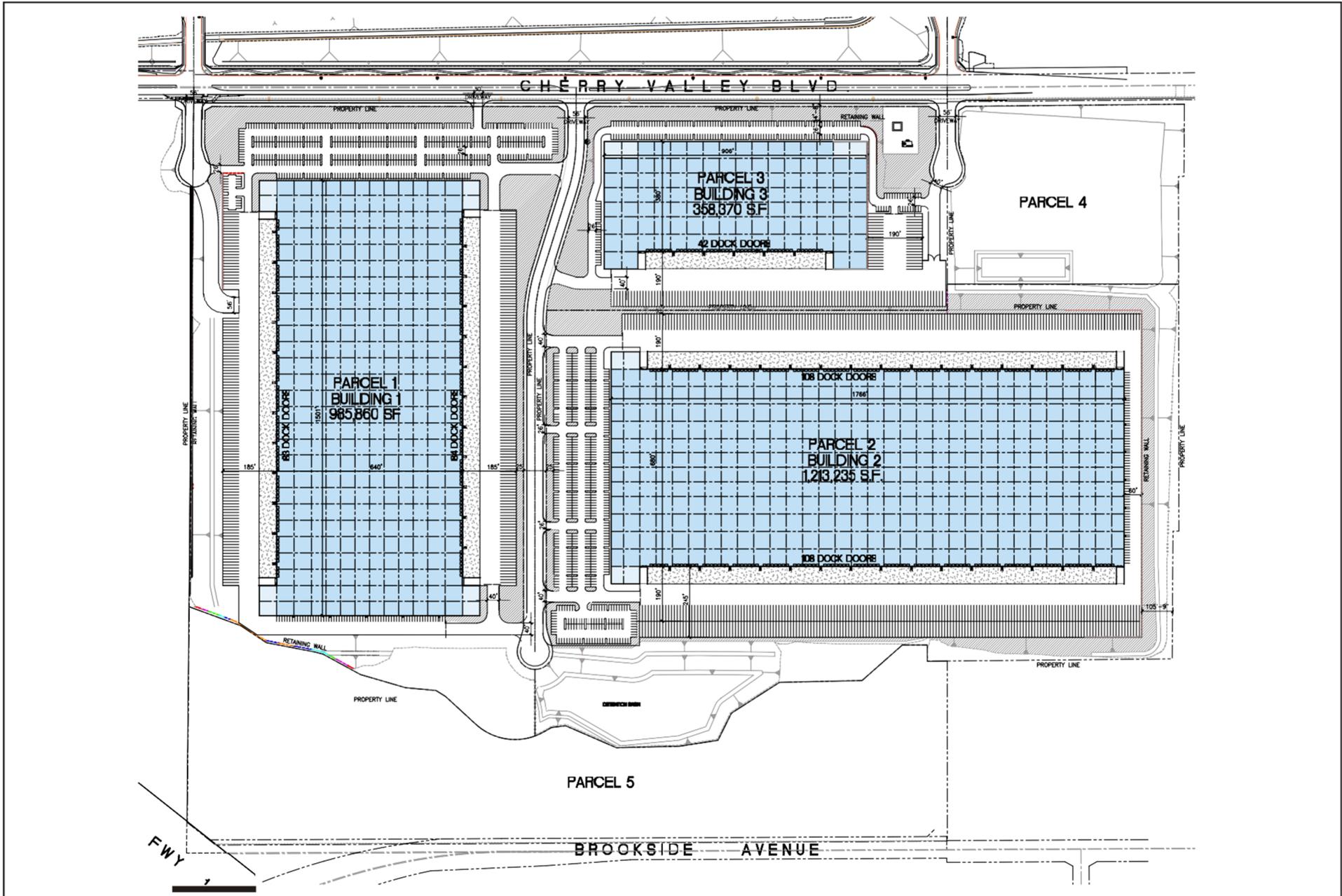


EXHIBIT 3: Conceptual Site Plan
 Beaumont Summit Station Project
 City of Beaumont, California



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

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



October 21, 2021
Sent via email

Ms. Carole Kendrick
Planning Manager
City of Beaumont
550 E. Sixth St.
Beaumont, CA 92223

Subject: Notice of Preparation of a Draft Environmental Impact Report
Beaumont Summit Station Specific Plan Project
State Clearinghouse No. 2021090378

Dear Ms. Kendrick:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Beaumont (City) for the Beaumont Summit Station Specific Plan Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate 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.

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. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public

¹ 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.

agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The proposed Project (a comprehensive amendment of the existing Sunny-Cal Specific Plan) includes both specific and general plan amendments, tentative parcel map, plot plan approval, and a development agreement on Assessor Parcel Numbers 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017. The 186-acre Project site is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 in the City of Banning, County of Riverside, California.

The Project proposes amending the exiting Specific Plans' Land Use Plan to include three Planning Areas: Planning Area 1 for Ecommerce, Planning Area 2 for Commercial, and Planning Area 3 for Open Space. Project details within each planning area are as follows:

1. Planning Area 1: Amend the existing General Plan designation from Single-Family Residential to Industrial for Parcels 1, 2, and 3 within Planning Area 1 to allow for proposed e-commerce uses. The Project proposes constructing three separate e-commerce and office buildings, one within each of the three parcels.
2. Planning Area 2: Include the development of up to 150,000 square feet of commercial uses, including four-story hotel, restaurant, and retail. Amend existing General Plan designation from Single-Family Residential to General Commercial to allow for proposed commercial uses.
3. Planning Area 3: Amend existing General Plan designation of Single-Family Residential to Open Space.

The proposed Project also includes various on-site and off-site improvements including roadway dedication and improvements, utility connections and rights-of-way to support the Project.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially

significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable the CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency with the Western Riverside County (MSHCP).

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009²). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point

² Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. <http://vegetation.cnps.org/>

in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish & G. Code, § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific/MSHCP surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

Burrowing Owl (*Athene cunicularia*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as “hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill.”

CDFW recommends that the City of Beaumont follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012³). The Staff Report on Burrowing Owl Mitigation, specifies three steps for project impact evaluations:

- a. A habitat assessment;
- b. Surveys; and
- c. An impact assessment

³ California Department of Fish and Game (CDFG). 2012. Staff report of burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: http://www.dfg.ca.gov/wildlife/nonqgame/survey_monitor.html

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018⁴).
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).
6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

⁴ California Department of Fish and Wildlife (CDFW). 2018. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plan Populations and Sensitive Natural Communities*. State of California, Natural Resources Agency. Available for download at: <https://wildlife.ca.gov/Conservation/Plants>

With respect to defensible space: please ensure that the DEIR fully describes and identifies the location, acreage, and composition of defensible space *within* the proposed Project footprint. Please ensure that any graphics and descriptions of defensible space associated with this project comply with Riverside County Fire (or other applicable agency) regulations/ requirements. The City of Beaumont, through their planning processes, should be ensuring that defensible space is provided and accounted for *within proposed development areas*, and not transferred to adjacent open space or conservations lands. Exhibit 2: Amended and Restated Specific Plan Land Use Plan, in the Notice of Preparation dated September 22, 2021, identifies Planning Area 3 as open space conservation. CDFW requests that the DEIR clearly identify: (1) if these lands are being proposed as mitigation to offset impacts associated with the project; and (2) if these lands are also proposed to serve as defensible space. Please note that lands proposed to be managed for defensible space purposes will have lower conservation resource value as they require in-perpetuity vegetation management.

2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).
3. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The DEIR should analyze the cumulative effects of the plan's land use designations, policies and programs on the environment. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a "no project" alternative (CEQA Guidelines § 15126.6[e]).

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The City of Beaumont should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time. Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the project area, including, but not limited to: burrowing owl, northern harrier, loggerhead shrike, and yellow warbler.
4. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where

habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. City of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum:
 - (a) the location of restoration sites and assessment of appropriate reference sites;
 - (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates;
 - (c) a schematic depicting the mitigation area;
 - (d) a local seed and cuttings and planting schedule;
 - (e) a description of the irrigation methodology;
 - (f) measures to control exotic vegetation on site;
 - (g) specific success criteria;
 - (h) a detailed monitoring program;
 - (i) contingency measures should the success criteria not be met; and
 - (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring

of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in advance of project impacts in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: 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. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist

be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.

8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (Fish & G. Code, § 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project; unless this Project is proposed to be a covered activity under the MSHCP. It is the policy of CESA to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

Western Riverside County Multiple Species Habitat Conservation Plan

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.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA

document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: <https://www.wrc-rca.org/>.

The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees need to demonstrate that proposed actions are consistent with the MSHCP, the Permits, and the Implementing Agreement. The City of Beaumont is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP. To demonstrate consistency with the MSHCP CDFW recommends that the DEIR address, at a minimum, the City's obligations as follows:

- a. Addressing the collection of fees as set forth in Section 8.5 of the MSHCP.
- b. Demonstrating how the Project complies with the policies for the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, set forth in Section 6.1.2 of the MSHCP; the policies for the Protection of Narrow Endemic Plant Species set forth in Section 6.1.3 of the MSHCP; surveys as set forth in Section 6.3.2 of the MSHCP; compliance with the Urban/Wildlands Interface Guidelines as set forth in Section 6.1.4 of the MSHCP; and compliance with the Best Management Practices and the siting, construction, design, operation and maintenance guidelines as set forth in Section 7.0 and Appendix C of the MSHCP
 - i. Based on review of the Project location, the Project is within survey areas for burrowing owl, Marvin's onion, and many-stemmed dudleya, per Sections 6.3.2 and 6.1.3 of the MSHCP.

Covered Activities

CDFW also recommends that the City demonstrate how the Project is consistent with Section 7.0 of the MSHCP. For projects proposed within Public/Quasi-Public Lands, the DEIR should include a discussion of the Project and its consistency with MSHCP Section 7.2, and for projects proposed inside the MSHCP Criteria Area, the DEIR should include a discussion of the Project and its consistency with Section 7.3 of the MSHCP. Where maintenance of existing roads within the Criteria Area is proposed, CDFW recommends that the City reference MSHCP Section 7.3.4 and Table 7-3, which provides a summary of the existing roads permitted to remain in the MSHCP Criteria Area. Planned roads within the MSHCP Criteria Area are discussed in MSHCP Section 7.3.5 and identified on Figure 7-1. Please note that roadways other than those identified in Section 7.3.5 of the MSHCP are not covered without an amendment to the MSHCP in accordance with the procedures described in MSHCP Section 6.10. CDFW recommends that the City review MSHCP Section 7.3.5 and include in the DEIR information that demonstrates that Project-related roads are MSHCP covered activities. The DEIR should also discuss design and siting information for all proposed roads to

ensure that the roads are sited, designed, and constructed in a manner consistent with MSHCP conservation objectives.

CDFW recommends that the DEIR also include a discussion of the Project and MSHCP Section 7.4, which identifies and discusses allowable uses in the MSHCP Conservation Area. For example, if trails are proposed as part of the Project, the DEIR should discuss whether the trail is identified on Figure 7-4, and provide details regarding trail construction (siting and design), and operations and maintenance that demonstrate that the proposed trail is consistent with MSHCP Section 7.4.

Regardless of whether take of threatened and/or endangered species is obtained through the MSHCP or through a CESA ITP, the DEIR needs to address how the proposed Project will affect the policies and procedures of the MSHCP. Therefore, all surveys required by the MSHCP policies and procedures listed above to determine consistency with the MSHCP should be conducted and results included in the DEIR so that CDFW can adequately assess whether the Project will impact the MSHCP.

Lake and Streambed Alteration Program

Based on review of material submitted with the NOP and review of aerial photography, a stream feature traverses the southern end of the site, and several stream features exist on the western portion of the site. Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code § 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian

resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://wildlife.ca.gov/Conservation/Environmental-Review/LSA>.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Local water agencies/districts, and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: www.saveourwater.com.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). Information can be submitted online or via completion of the CNDDDB field survey form at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

Ms. Carole Kendrick, Planning Manager
City of Beaumont
October 21, 2021
Page 14 of 14

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Beaumont Summit Station Specific Plan Project (SCH No. 2021090378) and recommends that the City of Beaumont address the CDFW's comments and concerns in the forthcoming DEIR. If you should have any questions pertaining to the comments provided in this letter, please contact Jacob Skaggs, Environmental Scientist, at jacob.skaggs@wildlife.ca.gov.

Sincerely,

DocuSigned by:

8091B1A9242F49C...

Scott Wilson
Environmental Program Manager

ec: Heather Pert, Senior Environmental Scientist Supervisor
Inland Deserts Region

HCPB CEQA Coordinator
Habitat Conservation Planning Branch

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov



October 21, 2021

Sent via email

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

RE: Comments on Notice of Preparation of an Environment 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 Notice of Preparation of an Environmental Impact Report (“EIR”) for the Beaumont Summit Station (“the Project”). The Center urges the City to undertake a thorough and comprehensive environmental review of the Project as required under the California Environmental Quality Act (“CEQA”), prior to considering approval. It is essential that the EIR adequately consider the risks the Project might create for local biodiversity and air quality as well as statewide goals to fight climate change. By replacing open space with over two million square feet of e-commerce warehouses and other commercial uses, the Project will significantly increase traffic and greenhouse gas emissions for surrounding residents while also substantially changing the character of the area. The EIR should fully disclose and address, at a minimum, the Project’s impacts to traffic, air quality, greenhouse gas emissions, sensitive species and habitat before thoroughly analyzing all reasonable alternatives and mitigation measures.

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 81 thousand 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 traffic, air quality, greenhouse gas emissions, and sensitive species. To address these concerns and comply with applicable statutes and regulations, the relevant decision-maker should, at a minimum carefully assess and fully mitigate these harms in the DEIR. The Center appreciates the opportunity to raise these concerns with decisionmaker and if you any questions about the Center’s concerns, please contact staff member at the phone number or email listed at the end of this letter.

I. The EIR Should Adequately Assess and Mitigate the Project's Impacts on Local Traffic

CEQA requires that the EIR fully assess the impact the Project will have on transportation and traffic. (Pub. Res. Code § 21099.) Completion of the Project will bring substantial additional traffic to the area from trucks picking-up goods and employees who will work in the warehouses. (Betancourt et al. at 4). Trucks serving facilities often idle on public streets and clog local roads when warehouses are at capacity, creating traffic congestion and hazards to local drivers who depend on these roads. (*See id.* at 5.) The City must assess how the traffic increases associated with this project will affect the surrounding neighborhoods and species in the area. (Pub. Res. Code § 21099.). Even if substantial increased congestion would not result from the Project, the EIR should assess the Project's impact on Vehicle Miles Traveled. (14 CCR § 15064.3(a).). This is particularly important as neighboring communities are already ranked as in the 97th percentile for traffic volume by CalEnviroScreen.¹

In addition to potential traffic impacts from the operation of the Project, the EIR must also carefully and completely assess the impacts from construction of over 2 million square feet of warehouse facilities, offices, a hotel, and retail spaces will have on traffic, transportation, and road safety in the local community, particularly considering the high baseline level of traffic in the area.

After assessing the Project's impact on transportation and traffic, the EIR must fully comply with CEQA's strict mandates for mitigating the harms associated with increased traffic in the area. Mitigation of a project's environmental impacts is one of the "most important" functions of CEQA and 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." (*Sierra Club v. Gilroy City Council* (1990) 222 Cal. App. 3d 30, 41; Pub. Res. Code § 21002.).

If the Project is to move forward, it should at a minimum be designed to avoid congestion caused by truck staging on local roads and limit the number of trucks travelling during normal commuting hours to avoid serious harm to residents.

II. The EIR Should Thoroughly Assess and Mitigate the Impacts of the Project on Climate Change-causing Greenhouse Gas Emissions

In addition to assessing the impact on traffic, the EIR should carefully consider the Project's direct and indirect effects on statewide goals for reducing greenhouse gas emissions. Where a project will generate greenhouse gas emission—either directly or indirectly—the EIR should describe the expected increase in emissions and discuss mitigation measures. (*Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 17 Cal.App.5th 413, 430-34; Pub. Res. Code §§ 21002; 21083.5.).

¹ CalEnviroScreen 4.0, Data for Census Tracts 6065043810 (Updated October 2021, Accessed Oct. 13, 2021).

A. Climate Change Is a Catastrophic and Pressing Threat to California.

Over the past decade climate change has transformed from a looming threat into a manifest danger. A strong, international scientific consensus has established that human-caused climate change is causing widespread harms to human society and natural systems, and that the impacts of climate change are becoming increasingly dangerous. The Intergovernmental Panel on Climate Change (IPCC), the leading international scientific body for the assessment of climate change, concluded in its report, *Climate Change 2021: The Physical Science Basis*, that:

“[i]t is unequivocal that human influence has warmed the atmosphere, ocean and land. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred.” and further that “[g]lobal surface temperature will continue to increase until at least the mid-century under all emissions scenarios considered. Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO₂) and other greenhouse gas emissions occur in the coming decades.” (IPCC 2021). The report provides overwhelming evidence that climate hazards are more urgent and more severe than previously thought, and that aggressive reductions in emissions within the next decade are essential to avoid the most devastating climate change harms.

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. This is particularly important for warehouses, which demand substantial energy for construction, operation, and transportation of goods.

If the City concludes the Project will have significant GHG impacts, the Center urges the adoption of mitigation measures to reduce GHG emissions to net zero, with a priority given to direct emission reduction measures and on-site mitigation measures. The EIR must account for greenhouse gas impacts of increased truck travel, construction, and development, clearing native vegetation, and electricity use, and mitigate those impacts to the greatest extent feasible. If offsets are used as GHG mitigation, they should only be used when all direct emission reduction measures and on-site mitigation options are exhausted. Any offsets should be tied to local projects and allow for local direct investments that help the surrounding community through the creation of local jobs, reduction in nearby air pollution, and improve impacted infrastructure.

B. The Construction and Operation of e-Commerce Warehouses has a documented effect of increasing climate change inducing GHG emissions that must be fully mitigated in the EIR.

Major warehouse projects have the documented effect of substantially increasing operation and vehicle-related emissions, all of which produce climate change-causing

greenhouse gases. (*Id.* at 4-5; Sources of Greenhouse Gas Emissions.). The EIR must carefully and completely address the impacts on emissions from operation of the plant as well as vehicle miles traveled by trucks transporting goods to and from the warehouse and employees commuting potentially long distances to work.

Additionally, construction of such a large warehouse will require substantial quantities of construction materials, such as concrete. Cement and concrete manufacture is extremely energy intensive and produces a large amount of greenhouse gas emissions. (Masanet et al. at 89). The manufacture of concrete accounts for roughly 3 percent of California’s greenhouse gas emissions. (*Id.*). This and other sources of greenhouse gas and particulate emissions—such as dust and emissions from heavy machinery used during construction—should be thoroughly examined and mitigated in the EIR.

To mitigate the known environmental harms of warehouse projects, the EIR must identify specific measures that the developers will take to minimize any increase in greenhouse gas emissions caused by the Project. These measures should include sustainability measures, like ensuring roofs are white to minimize the need for air conditioning and including rooftop solar for energy production. (Betancourt et al. at 6.). Moreover, the Project should incorporate features to minimize vehicle-related greenhouse gas emissions, like electric vehicle charging stations and phasing out old and inefficient trucks in favor of electric vehicles. (*Id.*). Importantly, mitigation measures must be “fully enforceable through permit conditions, agreements, or other measures” so “that feasible mitigation measures will actually be implemented as a condition of development.” (*Federation of Hillside & Canyon Ass’ns v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261.).

III. The EIR Should Carefully Assess and Mitigate the Impacts of the Project on Air Quality

A. Warehouses have well-documented air quality in surrounding communities.

The EIR must also carefully consider the effects of a project of this scale on air quality for local communities. Warehouse projects are well-documented sources of air quality degradation that can create serious, negative health outcomes for communities. (Betancourt et al. 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.) This is particularly worrisome in a region where, based on data collected through CalEnviroScreen, residents already rank in the 99th percentile for Ozone pollution and 76th percentile for Cardiovascular Disease.² The likelihood that this Project could contribute to serious harm to the health of area residents is substantial and must be thoroughly considered in the creation of the EIR.

The site of the Project, which is currently zoned for residential use, is directly across Brookside Avenue residential neighborhoods. Although it is difficult to tell because the

² CalEnviroScreen 4.0, Data for Census Tracts 6065043811 (Updated October 2021, Accessed Oct. 13, 2021).

conceptual maps in the NOP do not include distance measurements (Notice of Preparation 4-6), it seems likely that some of the warehouses will be located far closer to neighboring homes than the recommended 1500 foot minimum. (Betancourt et al. at 5.)

The effects the Project will have on the air quality for many residents must be fully and carefully considered in the EIR, and mitigation measures must be clearly described and adopted should this Project move forward.

B. The DEIR should incorporate mitigation guidance from state authorities to minimize air quality harms.

The EIR must adopt all feasible mitigation to reduce the Project’s air quality impacts. (See Pub. Res. 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(a)(1).) The EIR should incorporate guidance from state authorities to ensure the air quality harms of the Project are mitigated to the greatest extent possible.

The South Coast Air Quality Management District (“SCQAMD”) recently adopted Rule 2305 - *Warehouse Indirect Source Rule—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program*. (SCQAMD 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. (*Id.*) The draft rule contains a host of mitigation measures that warehouse facilities an adopt, which include, but are not limited to:

- Acquiring and using Zero Emissions yard trucks onsite.
- Requiring that a certain percentage of trucks in warehouse operators’ fleet(s) be Zero Emissions or Near Zero Emissions.
- Installing and using onsite Zero Emissions vehicle charging stations beyond the minimum required by applicable laws, rules, or regulations.
- Installing and using onsite solar panels.
- Installing high-efficiency air filters or filtering systems in residences, schools, daycares, hospitals, or community centers.

Additionally, the California Air Resources Board (“CARB”) has compiled a list of “Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers” (see CARB 2019, Attachment A). These include:

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment, and providing

the necessary infrastructure (e.g. electrical hookups) to support zero and near-zero equipment and tools.

2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating onsite. This includes the physical (e.g. needed footprint), energy, and fueling infrastructure for construction equipment, onsite vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.

3. 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.

4. 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.

5. 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.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB staff is available to provide assistance in implementing this recommendation.

Recommended Operation Measures

1. 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.

2. 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 lease agreements.²

3. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the site to be electric or powered by compressed natural gas.
4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering the project site to be model year 2014 or later.
5. Starting in the year 2022, include contractual language in tenant lease agreements that requires all trucks entering the project site to meet CARB's lowest optional low-NOx standard.
6. 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,³ Periodic Smoke Inspection Program (PSIP),⁴ and the Statewide Truck and Bus Regulation.⁵
7. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than five minutes while onsite.
8. Include contractual language in tenant lease agreements that limits onsite TRU diesel engine runtime to no longer than 15 minutes. If 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.
9. To reduce indirect greenhouse gas (GHG) emissions, include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

Because the DEIR improperly failed 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 recirculated for public review and comment.

IV. The Lead Agency Should Ensure that Thorough Mapping of Biological Resources are Performed in Production of the EIR

The Center requests that thorough, seasonal surveys be performed for sensitive plant species and vegetation communities, and animal species under the direction and supervision of resource agencies such as the U.S. Fish and Wildlife Service and the California Department of Fish and Game ("CDFW"). Full disclosure of survey methods and results to the public and other agencies without limitations imposed by the applicant must be implemented to assure full CEQA and California Endangered Species Act compliance.

Confidentiality agreements or non-disclosure agreements regarding environmental resources must not be required of any biologists participating in the surveys in support of the proposed project. Surveys for the plants and plant communities should follow California Native Plant Society (“CNPS”) and CDFW floristic survey guidelines³ and should be documented as recommended by CNPS policy guidelines.⁴ A full updated floral inventory of all species encountered needs to be documented and included in the EIR. Surveys for animals should include an evaluation of the California Wildlife Habitat Relationship System’s (“CWHR”) Habitat Classification. All rare species (plants or animals) need to be documented with a California Natural Diversity Data Base (“CNDDDB”) form and submitted to CDFW using the CNDDDB Form⁵ as per the State’s instructions.⁶

The Center requests that the vegetation maps be at a large enough scale to be useful for evaluating the impacts. Vegetation/wash habitat mapping should be at such a scale to provide an accurate accounting of wash areas and adjacent habitat types that will be directly or indirectly affected by the proposed activities. A half-acre minimum mapping unit size is recommended, such as has been used for other development projects. Habitat classification should follow CNPS’ Manual of California Vegetation.

V. The EIR Should Completely Assess and Take All Possible Steps to Mitigate the Project’s Impact on Biological Resources

The Project site encompasses an area of significant ecological value. Many plants and animals thrive in this area of Riverside County and the construction of the Project may further encroach on their shrinking available habitat. The EIR must fully analyze the direct and indirect impacts of the Project on the area’s biological resources.

A fully CEQA-compliant EIR must contain a complete and up-to-date plant and wildlife survey of the potentially impacted habitats. (2020 CEQA Guidelines, 14 CCR § 15125.). The adequacy of a Project’s EIR will depend in part on properly describing the physical environmental conditions in and around the Project site; this must include a full accounting of the biological resources that may be affected by the Project. (14 CCR § 15125; Pub. Res. Code § 21060.5; *San Joaquin Raptor/Wildlife Rescue Ctr. v County of Stanislaus*, 27 Cal. App. 4th 713, 723, 729 (1994) [finding EIR analysis inadequate without “accurate and complete information pertaining to the setting of the project and surrounding uses[,]” particularly pertaining to a nearby wildlife preserve].)⁷ A number of species utilize habitat around the Project site; a complete survey is necessary to allow decision-makers and the public to fully comprehend the scope of the Project’s impacts.

³ California Native Plant Society, Botanical Survey Guidelines, https://cnps.org/wp-content/uploads/2018/03/cnps_survey_guidelines.pdf.

⁴ CNPS, <http://www.cnps.org/cnps/archive/collecting.php>

⁵ CDFW, California Natural Diversity Data Base, Online Field Survey Form, <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>

⁶ *Id.* see “User Guide.”

⁷ *Id.*

Special status plant species that have been documented in or near the Project site include the Valley milkvetch, San Jacinto Valley crownscale, and need to be addressed in the DEIR.⁸ In particular, San Jacinto Valley crownscale thrive in foothill areas like project site and impacts on this species should be carefully assessed.⁹ The construction of warehouses on the majority of the project site could significantly impact potential habitat for these species. Should a biological survey identify these plants on the property, an adequate significance analysis and if necessary, all feasible mitigation measures should be adopted in the EIR.

Beyond posing a risk to habitat for the rare plant species in the area, the Project risks encroaching on habitat for several species. These species include the tricolored blackbird (threatened under CESA), the San Bernadino kangaroo rat (federally endangered), Stephens' kangaroo rat (federally endangered), southern willow flycatcher (federally and CESA endangered), and least Bell's vireo (federally and CESA endangered). (CNDDDB Query.) All these special status species occur in the area where the Project is proposed and must be carefully considered in planning. In preparing the EIR, the City must take careful steps to fully assess and take all feasible measures to mitigate any harm to these special-status species and vernal pool habitats that the Project may cause, including habitat reduction due to construction or any other harm that can be identified through study. (*See* Pub. Res. Code § 21001(c); 14 CCR 15126.4.).

Finally, the Notice of Preparation states that 30.6 acres of the Project site will be designated as a buffer for the project and open space. (Notice of Preparation at 2.). Once the biological resource survey is conducted for the Project site, the EIR should provide an impact assessment, and management guidance for the privately held open space. This inquiry should detail at a minimum the municipal control over activities on privately held land, associated impacts on sensitive biological resources, and a guarantee that the land will remain open space.

VI. The EIR Must Thoroughly Consider All Reasonable and Prudent Alternatives

The EIR must present and consider “a range of reasonable alternatives . . . which would feasibly attain most of the basic objectives of the project” in order to facilitate “informed decision-making and public participation.” (2020 CEQA Guidelines, 14 CCR § 15126.6(a).) The EIR’s alternative analysis should assess the proposed size and location of the Project. With other major warehouse projects planned in the nearby areas, it is not clear that there is enough unserved demand for a facility of this size and nature. (*See, e.g.,* Downey 2021 [detailing warehouse proposal in nearby Jurupa Valley]; Mayorquin 2021 [detailing how warehouses are crowding out rural communities in Riverside].)

VII. Other Impacts Must Be Analyzed in the EIR

In addition to those issues raised above, the EIR must also address thoroughly a variety of other related issues. For example, the EIR must fully disclose and analyze the Project’s impacts

⁸ CNDDDB accessed Oct. 13, 2021.

⁹ *Id.*

on aesthetics and noise, and discuss alternatives and effective mitigation measures to avoid, reduce, and mitigate these impacts.

VIII. Conclusion

Thank you for the opportunity to submit comments on the Notice of Preparation of an Environmental Impact Report for the Beaumont Summit Station. The environmental effects of the proposed project will include direct and indirect impacts on the character of the neighborhoods surrounding it, traffic, climate change, local air quality, and biodiversity. Evaluation of each of these impacts as well as analysis of reasonable and prudent alternatives and mitigation measures must be included in the EIR.

Given the possibility that the Center will be required to pursue legal remedies in order to ensure that the City complies with its legal obligations including those arising under CEQA, we would like to remind the City 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) 52 Cal.App.5th 837.) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the City 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 City’s representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the City’s representatives or employees and the Applicant’s representatives or employees. Maintenance and preservation of the administrative record requires that, *inter alia*, the City (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

Please add the Center (mrassenfoss@biologicaldiversity.org and aprabhala@biologicaldiversity.org) to your notice list for all future updates to the Project and do not hesitate to contact the Center with any questions at the number or email listed below.

Sincerely,



Mary Rassenfoss, Legal Fellow
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Oakland, CA 94612
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CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"

October 22, 2021

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

Submitted via email to ctaylor@beaumontca.gov

Re: Beaumont Summit Specific Plan Project Notice of Preparation (SCH #2021090378)

Dear Ms. Taylor,

This letter is in response to the Notice of Preparation for the Beaumont Summit Specific Plan Project that has been proposed there in Beaumont. Based on the description provided, there are a number of issues with the plans which do not appear to be topics of study for the EIR that is to be prepared.

The first and biggest concern is that the plan appears to be proposing a violation of SB 330 by rezoning land currently designated for a residential development without identifying an upzone site that would ensure that there is no net loss of residential zoned capacity. We would like to see an upzone site identified so that the impacts can be studied as part of the EIR process alongside the proposed Project itself.

Another issue is that of traffic safety and accessibility for people traveling by foot or bike. While that is already an EIR topic of study, we want to make sure that these issues are given more than a token short shrift. Over the past several years, we have seen many instances where new facilities similar to what is proposed were constructed without even sidewalks and definitely no appropriate bike facilities¹². Transit accessibility is similarly an afterthought and there needs to be a meaningful demonstration of what steps would be taken to limit VMT by an actual reduction in car usage instead of just assuming that people will not be driving out of the region and considering that to be a benefit.

Finally, though the location is not a top-impacted community in CalEnviroScreen, surrounding tracts are more impacted, including Tract 6065044000 where the Beaumont Avenue and I-10 interchange is located. This Project would inject hundreds of additional truck trips into this already overburdened community unless steps are taken to restrict truck traffic from the Project from doing so. We want to make sure that this study includes an accurate assessment of the risk and how the impacted community will not be worsened by the presence of the Project.

¹ Flournoy, M. (2020). Contextual guidance for bike facilities. Caltrans. Retrieved from <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf>.

² Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., & Elbech, M. (2019). Bikeway selection guide (FHWA-SA-18-077). US Department of Transportation, Federal Highway Administration. Retrieved from https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasal8077.pdf.

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

"Bringing People Together to Improve Our Social and Natural Environment"

In summary, we would like to reiterate that this Project risks creating impacts on the community in a number of different facets and it is vital that they are studied and *full mitigation identified* as part of the EIR process. This is necessary to ensure that this Project not create a burden on the community if constructed and more importantly, not become an impediment in the future as other issues are addressed in the vicinity of but not directly related to the Project.

Thank you for your time and attention. If there are any additional questions, please do not hesitate to reach out for information.

Sincerely,



Marven Norman
Policy Specialist

CC:

Jeff Greene, Inland Equity Partnership

Ben Libbey, YIMBY Law

Dylan Casey, California Renters Legal Advocacy and Education Fund

CCA EJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, *CCA EJ*'s founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. *CCA EJ* prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.

CCA EJ



City of Calimesa

908 Park Avenue • Calimesa, California 92320
Phone (909) 795-9801 • Fax (909) 795-6187
<http://www.cityofcalimesa.net>

October 7, 2021

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

Subject: Notice of Preparation of a Draft Environmental Impact Report for Beaumont Summit Station

Dear Ms. Taylor,

The subject project will impact the City of Calimesa's roadway network – in particular, the I-10/Cherry Valley Boulevard interchange and Cherry Valley Boulevard. The project must prepare a traffic impact analysis (TIA) consistent with the approved guidelines for VMT and LOS that will identify infrastructure deficiencies. Calimesa requests the opportunity to review the TIA and provide comments during its preparation.

As you know, the City of Calimesa is the lead agency for I-10/Cherry Valley Boulevard interchange improvements located west of the subject project. It is anticipated the subject project will be conditioned to pay to the City of Calimesa its "fair share" of the new interchange costs as identified in the TIA – the TIA shall include the aforementioned fair share analysis in table form.

As a reminder, in 2016, the property owner proposed a residential project for this very same site. The cities (Calimesa and Beaumont) were unable to agree upon appropriate mitigation for traffic and other impacts. The City of Calimesa challenged the Beaumont approval under CEQA. The City of Calimesa, City of Beaumont, Sunny-Cal 1 Inv., LLC and CV Communities, LLC executed a Settlement, Waiver, and Release Agreement dated September 2, 2016 to end the CEQA challenge.

If you have any questions or need additional information, please contact Kelly Lucia, Planning Manager, City of Calimesa at (909) 795-9801.

Sincerely,

Kelly Lucia, Planning Manager

cc: Bonnie Johnson, City Manager
Mike Thornton, City Engineer
Margaret Monson, Public Works Director

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

Via email: ctaylor@beaumontca.gov

October 14, 2021

RE: Beaumont Summit Station Specific Plan

The purpose of this message is to ask that the EIR for the above-mentioned project address several of my concerns on the location of this project in relationship to surrounding single-family residences.

First let me state that I recognize the difficulty any investor will encounter developing single family homes across from San Gorgonio Crossing Logistics Center on Cherry Valley Blvd. I do believe however, that a more successful and harmonious use of this land would be to convert the approved Sunny-Cal Specific Plan from single family dwellings to a higher density project such as condominiums or apartments. The City of Beaumont needs more dwelling choices for our community that meet the needs of first-time home buyers as well as low- and moderate-income families. This is a perfect location in which to satisfy that need.

CITY OF BEAUMONT GENERAL PLAN

Once again, we have an investor that has purchased residential zoned property with the assumption that zone flipping can be obtained in order to realize their profit goals with little regard for their plan's detriment to our communities. Unlike the San Gorgonio Crossing project where our county supervisor felt no obligation to an area that was 'out of sight - out of mind', this project is controlled by our local representatives with more direct accountability to the Beaumont residents they've been elected to represent.

One major form of local accountability is the City's General Plan and specifically the Housing Element within that Plan. The General Plan is drawn as a quasi-commitment to the residents of our city as to how our city will provide for future growth. We've just gone through an update to our General Plan and the location of this proposed project has remained zoned as Residential.

The EIR should specifically address why the '*highest and best use*' of the land for this project is better suited as a commercial enterprise rather than the residential purpose it is currently designated for. The fact that there is a logistic center, outside of our city's jurisdiction, being built across the street, is in no way a justification for a change of zoning to permit yet another commercial disaster to rise up.

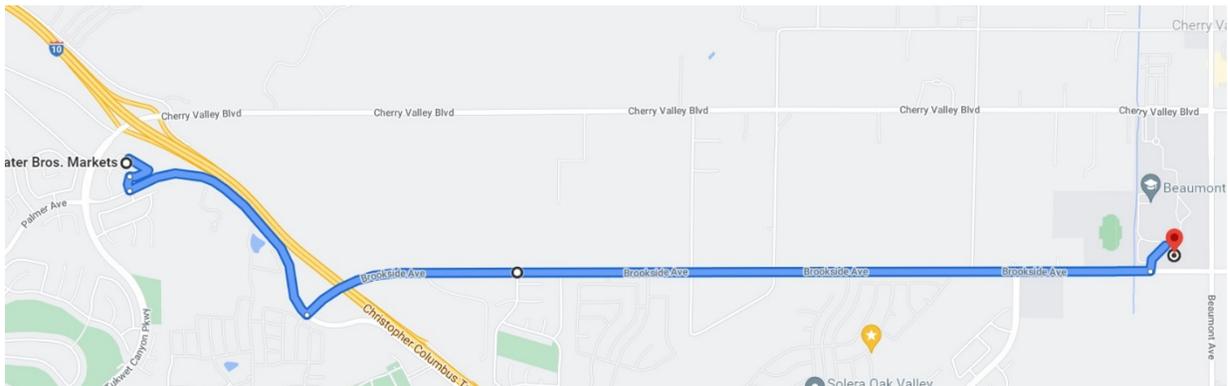
The city of Beaumont has clearly indicated specific regions of our city for commercial and industrial businesses. This property is not located within, or near, one of those regions.

TRAFFIC

- Impact to I-10 Cherry Valley Blvd exit ramps – As was successfully negotiated with the San Gorgonio Crossing project, the developer of this project must share in a significant contribution

towards the improvements to the overpass as well as the I-10 exit and entrance ramps. The ramps as currently constructed, cannot bear additional high usage from two warehouse operations literally across the street from each other. The EIR should address the estimated time for the construction of the ramp improvements as well as how Summit Station will contribute towards those improvements.

- The Summit Station access points on Cherry Valley Blvd – As was successfully negotiated with the San Gorgonio Crossing project, traffic flow must remain to and from the project *only*. When exiting Summit Station, traffic should be a left turn only to the I-10. What mitigation methods will this project make to alleviate the additional cross lane truck traffic and ensure that traffic will not directly impact the surrounding neighborhoods? Widen Cherry Valley Blvd to four lanes from I-10 to the East side of Planning Area 2? Perhaps installation of traffic signals to manage the flow of traffic exiting the Summit Station?
- The EIR should address the anticipated additional traffic on Brookside Avenue – Traffic going to and from Beaumont High School and the town of Cherry Valley from the housing developments West of the I-10 utilize Cherry Valley Blvd. Traffic going East from Cherry Valley and Beaumont residential areas to the Marketplace at Calimesa Shopping Center add additional traffic throughout the day. Truck traffic for two warehouse locations on Cherry Valley Blvd will cause a severe backup of traffic off the I-10, especially during commute and school hours. Many residents will begin using Brookside Avenue as an alternative to Cherry Valley Blvd pushing traffic congestion onto Brookside Ave. What mitigation methods will be used to allow residential traffic from the neighborhoods along Brookside Avenue to safely exit onto Brookside Ave? A traffic signal at the corner of Desert Lawn Drive and Brookside Avenue to allow for safe left turns should also be addressed.



LIGHTING

- The EIR should address how the Summit Station would comply with the ‘dark skies’ ordinance for residential areas to prevent light trespass to surrounding neighborhoods. There are two-story homes facing this project. Without significantly aged tree heights, the building lights, as well as truck headlights, will invade the windows of these residences.

NOISE

- This logistic/warehouse operation would be very near established residential family neighborhoods with working parents and school aged children. What mitigation method would control truck noise (i.e., brakes, engine idles, truck backup alarms, etc.)?

RESIDENTIAL PROPERTY VALUES

- What should be included within EIRs is the impact that construction of these logistic/warehouse structures have on the health and wellbeing of residents near to the property as well as the detriment, if any, to property values. Especially ones that are as close as will be the case with Summit Station. One man's profit should not eliminate or deplete another family's security and quiet enjoyment of their homes. A historical comparable analysis of the impact of warehouses in like communities should be a strong consideration in any discussion for the approval of this project.

Thank you for the opportunity to provide my concerns that I'd like addressed.

Elaine Morgan
1730 Las Colinas Road
Beaumont, CA 92223



Hans W. Kernkamp, General Manager-Chief Engineer

SENT VIA EMAIL ONLY
ctaylor@beaumontca.gov

September 28, 2021

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

RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Beaumont Summit Station (Project)

Dear Ms. Taylor:

The Riverside County Department of Waste Resources (RCDWR) has reviewed the NOP addressing a DEIR for the Project in the City of Beaumont (City). The Project includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement to allow e-commerce and commercial uses. The Project is located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10). The RCDWR offers the following comments for your consideration while preparing the Project's DEIR.

1. Build-out of the Project may have the potential to increase the amount of waste that could adversely affect solid waste facilities. To assess waste impacts, the DEIR should include the projected maximum amount of waste generated from build-out of the Project, using appropriate waste generation factors.

Note- CalRecycle's website may be helpful to determine the Project's waste generation:
<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

2. The following information can be useful in the analysis of the solid waste impacts:
 - a) Solid waste generated within the Project area is collected by Waste Management Inc. (WMI), with the bulk of recyclable waste and green waste delivered to the Moreno Valley Solid Waste Recycling and Transfer Facility (MVTs) for processing. The MVTs is located at 17700 Indian Street in Moreno Valley. It is permitted for a 2,500-tpd operation.
 - b) While the Lamb Canyon Landfill is the closest landfill to Project site, the City's waste hauler could also use the Badlands Landfill and the El Sobrante Landfill for disposal of the City's residual waste. Descriptions of the local landfills are provided below:

Lamb Canyon Landfill:

The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north

of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 703.4 acres encompass the current landfill permit area. Of the 703.4-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tpd of MSW for disposal and 500 tpd for beneficial reuse. The site has an estimated total disposal capacity of approximately 20.7 million tons.¹ As of January 1, 2021 (beginning of day), the landfill has a total remaining capacity of approximately 8.1 million tons². The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2029.³ From January 2020 to December 2020, the Lamb Canyon Landfill accepted a daily average of 1,926 tons with a period total of approximately 593,215 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site.

Badlands Landfill:

The Badlands Landfill is located northeast of the City of Moreno Valley at 31125 Ironwood Avenue and accessed from State Highway 60 at Theodore Avenue. The landfill is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, with a total permitted disturbance area of 278 acres, of which 150 acres are permitted for refuse disposal. The landfill is currently permitted to receive 4,500 tpd of MSW for disposal and 300 tpd for beneficial reuse. The site has an estimated total capacity of approximately 20.5 million tons⁴. As of January 1, 2021 (beginning of day), the landfill had a total remaining disposal capacity of approximately 4.3 million tons.⁵ The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2022.⁶ From January 2020 to December 2020, the Badlands Landfill accepted a daily average of 2,740 tons with a period total of approximately 844,010 tons. Landfill expansion potential exists at the Badlands Landfill site.

EI Sobrante Landfill:

The EI Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc., and encompasses 1,322 acres, of which 645 acres are permitted for landfill operation. The EI Sobrante Landfill has a total disposal capacity of approximately 209.9 million cubic yards and can receive up to 70,000 tons per week (tpw) of refuse. USA Waste must allot at least 28,000 tpw for County refuse. The landfill's permit allows a maximum of 16,054 tons per day (tpd) of waste to be accepted into the landfill, due to the limits on vehicle trips. If needed, 5,000 tpd must be reserved for County waste, leaving the maximum commitment of Non-County waste at 11,054 tpd. Per the 2020 Annual Report, the landfill had a remaining in-County disposal capacity of approximately 51.4 million tons.⁷ In 2020, the EI Sobrante Landfill accepted a daily average of 10,710 tons

¹ GASB 18_2020 – Engineering Estimate for total landfill capacity

² GASB 18_2020 & SiteInfo

³ SWFP # 33-AA-0007

⁴ GASB_18_2020 – Engineering Estimate for total landfill capacity

⁵ GASB_18_2020 & SiteInfo

⁶ SWFP # 33-AA-0006

⁷ 2020 EI Sobrante Landfill Annual Report- Based on 128,616,066 tons remaining capacity (40% for in-county waste).

with a period total of approximately 3,298,730 tons. The landfill is expected to reach capacity in approximately 2055.

3. Additionally, you may wish to consider incorporating the following measures to help reduce the Project's anticipated solid waste impacts and enhance the City's efforts to comply with the State's mandate of 50% solid waste diversion from landfilling:

- The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
- Consider xeriscaping and the use of drought tolerant low maintenance vegetation in all landscaped areas of the project.
- Hazardous materials are not accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Health, Environmental Protection and Oversight Division, at 1.888.722.4234.
- AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:
 - Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
 - Subscribe to a recycling service with waste hauler.
 - Provide recycling service to tenants (if commercial or multi-family complex).
 - Demonstrate compliance with requirements of California Code of Regulations Title 14.

For more information, please visit:

<http://www.rcwaste.org/business/recycling/mcr>

- AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Businesses subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

Christina Taylor
Community Development Director
NOP DEIR - Beaumont Summit Station
September 28, 2021
Page 4

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Thank you for allowing us the opportunity to comment on the NOP. We would appreciate an electronic copy of the Draft EIR for review and comment when available. Please continue to include the RCDWR in future transmittals. Please contact me at khesterl@rivco.org or (951) 486-3283 if you have any questions regarding the above comments.

Sincerely,



Kinika Hesterly
Urban/Regional Planner IV

PD# 281068



RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

240484

October 5, 2021

City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Attention: Christina Taylor

Re: Beaumont Summit Station

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received September 21, 2021. The District has not reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.
- This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Beaumont Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit section at 951.955.1266.
- The District's previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,



DEBORAH DE CHAMBEAU
Engineering Project Manager

c: Riverside County Planning Department
Attn: Phayvanh Nanthavongdouangsy

SLJ:blm



South Coast Air Quality Management District

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

SENT VIA E-MAIL:

ctaylor@beaumontca.gov

Christina Taylor, Director

City of Beaumont, Community Development Department

550 East Sixth Street

Beaumont, California 92223

October 12, 2021

Notice of Preparation of a Draft Environmental Impact Report for the Beaumont Summit Station

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*⁶ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory⁷.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions⁸. According to the MATES IV Carcinogenic Risk interactive Map, the area surrounding the Proposed Project has an estimated cancer risk over 360 in one million⁹. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook¹, South Coast AQMD's Mitigation Monitoring and

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>.

⁷ CARB's technical advisory can be found at: <https://www.arb.ca.gov/ch/landuse.htm>.

⁸ South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

⁹ South Coast AQMD. MATES V Data Visualization Tool. Accessed at: <https://experience.arcgis.com/unsupported-browser/index.html>.

Reporting Plan for the 2016 Air Quality Management Plan¹⁰, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy¹¹.

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule¹² and the Heavy-Duty Low NOx Omnibus Regulation¹³, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentive the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year¹⁴ that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or at a minimum, provide the electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

¹⁰ South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

¹¹ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at:

https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

¹² CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

¹³ CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

¹⁴ CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of 2,557,465 square feet of warehouse uses, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation¹⁵. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov.

¹⁵ South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>.

For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage¹⁶.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

RVC210921-09

Control Number

¹⁶ South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>.



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email

September 22, 2021

Carole Kendrick, Planning Manager
Community Development Department
City of Beaumont
550 East 6th Street
Beaumont, CA 92223
CKendrick@beaumontca.gov

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

Steven Mehlman, City Clerk
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223
smehlman@beaumontca.gov

Re: CEQA and Land Use Notice Request for Beaumont Summit Station (SCH 2021090378)

Dear Ms. Kendrick, Ms. Taylor, and Mr. Mehlman,

I am writing on behalf of Supporters Alliance for Environmental Responsibility (“SAFER”) regarding the project known as Beaumont Summit Station (SCH 2021090378), including all actions related or referring to the proposed development of 2,557,465 square feet of e-commerce uses within three separate e-commerce buildings, and up to 150,000 square feet of commercial uses, including hotel, retail and restaurant uses, located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 in the City of Beaumont, on APNs 407-230-22, -23, -24, -25, -26, -27, -28, 407-190-016, and 407-190-017 (“Project”).

We hereby request that the City of Beaumont (“City”) send by electronic mail, if possible or U.S. mail to our firm at the address below 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 subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act (“CEQA”), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report (“EIR”) is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.

September 22, 2021

CEQA and Land Use Notice Request for Beaumont Summit Station (SCH 2021090378)

Page 2 of 2

- Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of any addenda prepared to a previously certified or approved EIR.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which require local counties to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail or U.S. Mail to:

Richard Drury
Stacey Osborne
Molly Greene
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
richard@lozeaudrury.com
stacey@lozeaudrury.com
molly@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Molly Greene
Lozeau | Drury LLP



RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

241894

January 7, 2022

City of Beaumont
550 East 6th Street
Beaumont, CA 92223

Attention: Christina Taylor

Re: Specific Plan 2021-05

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received January 4, 2022. The District has not reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, namely (describe facility location here, such as "along XX Street / adjacent to XX road / adjacent to XX of the project boundary/ from xx to xx, etc."). The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.
- This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Beaumont Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Cherry Valley Boulevard Storm Drain. For further information, contact the District's encroachment permit section at 951.955.1266.

- The District's previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,



DEBORAH DE CHAMBEAU
Engineering Project Manager

cc: Riverside County Planning Department
Attn: Phayvanh Nanthavongdouangsy

WMC:blm

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"

October 22, 2021

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

Submitted via email to ctaylor@beaumontca.gov

Re: Beaumont Summit Specific Plan Project Notice of Preparation (SCH #2021090378)

Dear Ms. Taylor,

This letter is in response to the Notice of Preparation for the Beaumont Summit Specific Plan Project that has been proposed there in Beaumont. Based on the description provided, there are a number of issues with the plans which do not appear to be topics of study for the EIR that is to be prepared.

The first and biggest concern is that the plan appears to be proposing a violation of SB 330 by rezoning land currently designated for a residential development without identifying an upzone site that would ensure that there is no net loss of residential zoned capacity. We would like to see an upzone site identified so that the impacts can be studied as part of the EIR process alongside the proposed Project itself.

Another issue is that of traffic safety and accessibility for people traveling by foot or bike. While that is already an EIR topic of study, we want to make sure that these issues are given more than a token short shrift. Over the past several years, we have seen many instances where new facilities similar to what is proposed were constructed without even sidewalks and definitely no appropriate bike facilities¹². Transit accessibility is similarly an afterthought and there needs to be a meaningful demonstration of what steps would be taken to limit VMT by an actual reduction in car usage instead of just assuming that people will not be driving out of the region and considering that to be a benefit.

Finally, though the location is not a top-impacted community in CalEnviroScreen, surrounding tracts are more impacted, including Tract 6065044000 where the Beaumont Avenue and I-10 interchange is located. This Project would inject hundreds of additional truck trips into this already overburdened community unless steps are taken to restrict truck traffic from the Project from doing so. We want to make sure that this study includes an accurate assessment of the risk and how the impacted community will not be worsened by the presence of the Project.

¹ Flournoy, M. (2020). Contextual guidance for bike facilities. Caltrans. Retrieved from <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf>.

² Schultheiss, B., Goodman, D., Blackburn, L., Wood, A., Reed, D., & Elbech, M. (2019). Bikeway selection guide (FHWA-SA-18-077). US Department of Transportation, Federal Highway Administration. Retrieved from https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasal8077.pdf.

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

"Bringing People Together to Improve Our Social and Natural Environment"

In summary, we would like to reiterate that this Project risks creating impacts on the community in a number of different facets and it is vital that they are studied and *full mitigation identified* as part of the EIR process. This is necessary to ensure that this Project not create a burden on the community if constructed and more importantly, not become an impediment in the future as other issues are addressed in the vicinity of but not directly related to the Project.

Thank you for your time and attention. If there are any additional questions, please do not hesitate to reach out for information.

Sincerely,



Marven Norman
Policy Specialist

CC:

Jeff Greene, Inland Equity Partnership

Ben Libbey, YIMBY Law

Dylan Casey, California Renters Legal Advocacy and Education Fund

CCA EJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, CCA EJ's founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. **CCA EJ** prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.

CCA EJ



September 24, 2021

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283967641117	BEAUMONT, CA
283967855634	INDO, CA
283968455434	ONTARIO, CA
283968515065	san b, CA
283968569098	RIVERSIDE, CA
283968610890	BANNING, CA
283968655705	CALIMESA, CA
283968700090	BEAUMONT, CA
283968765054	LAKE ELSINORE, CA
283969119191	LOS RANCHOS DE ALBUQUERQUE, NM
283969253101	LOS ANGELES, CA
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283969518807	RIVERSIDE, CA
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September 24, 2021

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Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		PALM SPRINGS, CA, 92264
		Delivery date:	Sep 22, 2021 09:25

Shipping Information:

Tracking number:	283967236047	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Director of Tribal Historic Preserv, Agua Caliente Band Cahuilla Indians
5401 Dinah Shore Drive
PALM SPRINGS, CA, US, 92264

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

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Delivery Information:

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Signed for by:	R.FLORES	Delivery Location:	390 OAK VALLEY PKWY
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:18

Shipping Information:

Tracking number:	283967435929	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:Beaumont Cherry Valley Parks & Rec., Beaumont Cherry Valley Parks &
Rec.
390 W. Oak Valley Parkway
BEAUMONT, CA, US, 92223**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



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Dear Customer,

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Delivery Information:

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Signed for by:	D.LUZ	Delivery Location:	560 MAGNOLIA AVENUE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:40

Shipping Information:

Tracking number:	283967495887	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient: Beaumont Cherry Valley Water Dist., Beaumont Cherry Valley Water Dist. 560 Magnolia Avenue BEAUMONT, CA, US, 92223	Shipper: Kimley-Horn and Associates, Inc., Kimley-Horn and Associates 3880 Lemon Street Ste 420 Riverside, CA, US, 92501
---	---

Reference	195324001.3.700
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Department Number	985





September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283967587425

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	115 VEILE AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:55

Shipping Information:

Tracking number:	283967587425	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:

Responsible Growth, Beaumont Citizens for
115 Veile Avenue
BEAUMONT, CA, US, 92223

Shipper:

Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

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September 24, 2021

Dear Customer,

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Delivery Information:

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Signed for by:	M.DOTY	Delivery Location:	350 W BROOKSIDE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:33

Shipping Information:

Tracking number:	283967641117	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Beaumont Unified School District, Beaumont Unified School District
350 Brookside Avenue
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

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Dear Customer,

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Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	M,TELLEZ	Delivery Location:	84245 INDIO SPRINGS DR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		INDO, CA, 92203
		Delivery date:	Sep 22, 2021 09:49

Shipping Information:

Tracking number:	283967855634	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Tribal Administrator, Cabazon Band of Mission Indians
84-245 Indio Springs Pwky Cahuilla
INDO, CA, US, 92203

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
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Dear Customer,

The following is the proof-of-delivery for tracking number: 283968455434

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	P.PHYLLIS	Delivery Location:	3602 INLAND EMPIRE BLVD C
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		ONTARIO, CA, 91764
		Delivery date:	Sep 22, 2021 09:14

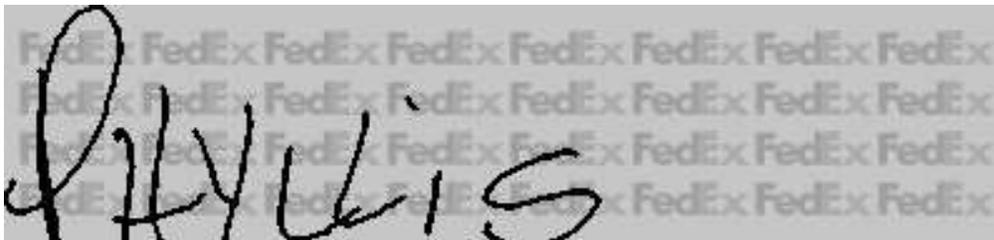
Shipping Information:

Tracking number:	283968455434	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
and Wildlife, California Department of Fish
3602 Inland Empire Blvd
Suite C-220
ONTARIO, CA, US, 91764

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



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Dear Customer,

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Delivery Information:

Status:	Delivered	Delivered To:	Mailroom
Signed for by:	C.HODAN	Delivery Location:	464 W 4TH ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		san b, CA, 92401
		Delivery date:	Sep 22, 2021 09:32

Shipping Information:

Tracking number:	283968515065	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
District 8 IGR/CEQA Review, California Department of Transp.
464 West 4th Street
6th Floor, MS 725
san b, CA, US, 92401

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



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September 24, 2021

Dear Customer,

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Delivery Information:

Status:	Delivered	Delivered To:	
Signed for by:	Signature release on file	Delivery Location:	3737 MAIN ST 500
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92521
		Delivery date:	Sep 22, 2021 10:38

Shipping Information:

Tracking number:	283968569098	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Control Board Santa Ana Region, California Regional Water Quality
3737 Main Street
Suite 500
RIVERSIDE, CA, US, 92521

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283968610890

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	J.JORDAN	Delivery Location:	99 E RAMSEY ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BANNING, CA, 92220
		Delivery date:	Sep 22, 2021 10:33

Shipping Information:

Tracking number:	283968610890	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:City of Banning Planning Dept, City of Banning Planning Dept
99 East Ramsey Street
Suite 500
BANNING, CA, US, 92220**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283968655705

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	S.KORTS	Delivery Location:	908 PARK AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		CALIMESA, CA, 92320
		Delivery date:	Sep 22, 2021 09:51

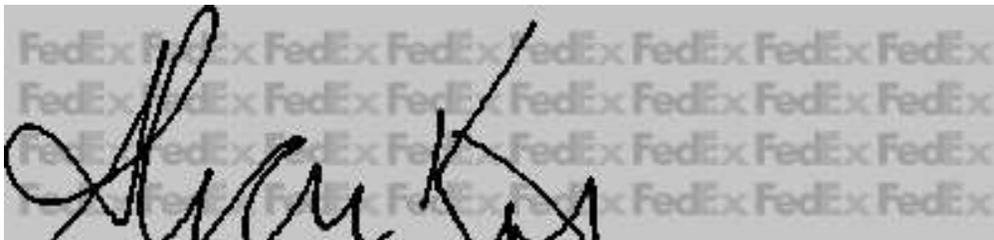
Shipping Information:

Tracking number:	283968655705	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
City of Calimesa Planning Dept, City of Calimesa Planning Dept
908 Park Avenue
Suite 500
CALIMESA, CA, US, 92320

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283968700090

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	723 FLOWER ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:25

Shipping Information:

Tracking number:	283968700090	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Craig Carignan, Craig Carignan
723 Flower Street
Suite 500
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283968765054

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	M.RORY	Delivery Location:	31315 CHANEY ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		LAKE ELSINORE, CA, 92530
		Delivery date:	Sep 22, 2021 16:09

Shipping Information:

Tracking number:	283968765054	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Water District, Elsinore Valley Municipal
31315 Chaney Street
Suite 500
LAKE ELSINORE, CA, US, 92530

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969119191

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	T.PETERSON	Delivery Location:	7424 4TH ST NW
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		LOS RANCHOS DE ALBUQUERQUE, NM
		Delivery date:	Sep 22, 2021 09:55

Shipping Information:

Tracking number:	283969119191	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:Luebben, Johnson & Barnhouse LLP, Luebben, Johnson & Barnhouse
LLP
7424 4TH St NW
Suite 500
LOS RANCHOS DE ALBUQUERQUE, NM, US, 87107**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969253101

Delivery Information:

Status:	Delivered	Delivered To:	Mailroom
Signed for by:	E.AVELA	Delivery Location:	700 N ALAMEDA ST 4
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		LOS ANGELES, CA, 90012
		Delivery date:	Sep 22, 2021 09:20

Shipping Information:

Tracking number:	283969253101	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Metropolitan Water District of So., Metropolitan Water District of So.
700 N. Alameda St.
LOS ANGELES, CA, US, 90012

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969302982

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	M.MCCLAIN	Delivery Location:	12700 PUMARRA RD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BANNING, CA, 92220
		Delivery date:	Sep 22, 2021 10:14

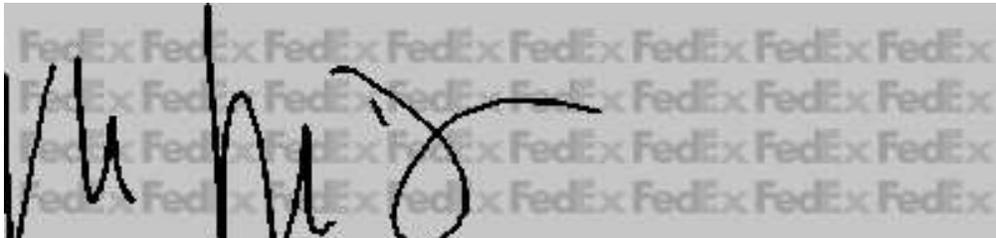
Shipping Information:

Tracking number:	283969302982	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Tribal Chairperson, Morongo Band of Mission Indians
12700 Pumarra Road
BANNING, CA, US, 92220

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Dear Customer,

The following is the proof-of-delivery for tracking number: 283969353696

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	M.MCCLAIN	Delivery Location:	12700 PUMARRA RD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BANNING, CA, 92220
		Delivery date:	Sep 22, 2021 10:14

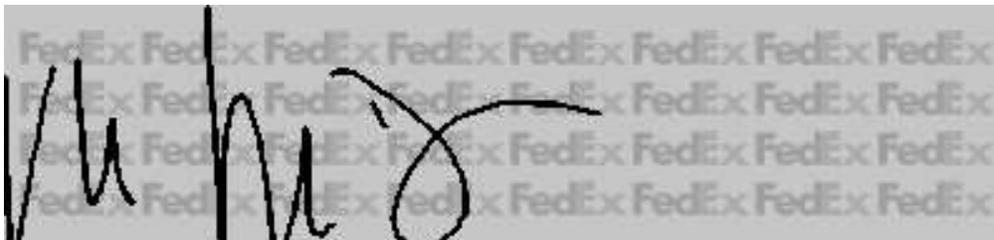
Shipping Information:

Tracking number:	283969353696	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Cultural Resource Specialist, Morongo Band of Mission Indians
12700 Pumarra Road
BANNING, CA, US, 92220

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969463141

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	S.COX	Delivery Location:	1995 MARKET ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92501
		Delivery date:	Sep 22, 2021 08:59

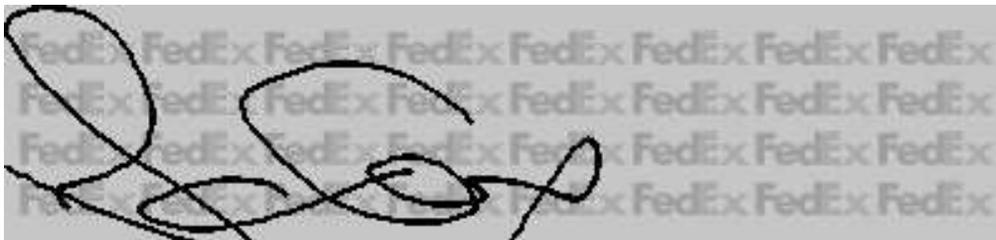
Shipping Information:

Tracking number:	283969463141	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Water Conservation Dist., Riverside County Flood Control &
1995 Market Street
Suite 320
RIVERSIDE, CA, US, 92501

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969518807

Delivery Information:

Status:	Delivered	Delivered To:	
Signed for by:	Signature release on file	Delivery Location:	4080 LEMON ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92501
		Delivery date:	Sep 22, 2021 16:05

Shipping Information:

Tracking number:	283969518807	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:

Conservation Agency, Riverside County Habitat
4080 Lemon Street
3rd Floor, ms 1082
RIVERSIDE, CA, US, 92501

Shipper:

Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969574542

Delivery Information:

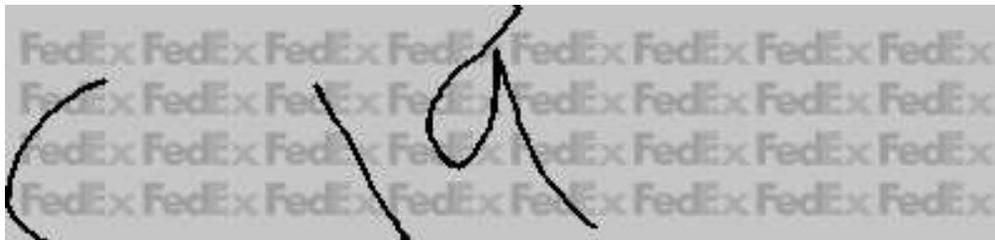
Status:	Delivered	Delivered To:	Guard/Security Station
Signed for by:	S.FAROOKI	Delivery Location:	4065 COUNTY CIRCLE DR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92501
		Delivery date:	Sep 24, 2021 09:40

Shipping Information:

Tracking number:	283969574542	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:Regional Conservation Authority, Riverside County Health Department
4065 County Circle Drive
Suite 320
RIVERSIDE, CA, US, 92501**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969620442

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	R.CABALLERO	Delivery Location:	4080 LEMON STREET 12TH FLOOR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92501
		Delivery date:	Sep 22, 2021 09:44

Shipping Information:

Tracking number:	283969620442	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Riverside County Planning Dept., Riverside County Planning Dept.
4080 Lemon Street
12th floor
RIVERSIDE, CA, US, 92501

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969688048

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	A.MCHENRY	Delivery Location:	4095 LEMON ST 2ND FL
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92501
		Delivery date:	Sep 22, 2021 09:13

Shipping Information:

Tracking number:	283969688048	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Riverside County Sherriff's Dept., Riverside County Sherriff's Dept.
4095 Lemon Street
RIVERSIDE, CA, US, 92501

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969748665

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	J.LUIS	Delivery Location:	1825 3RD ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92517
		Delivery date:	Sep 22, 2021 10:01

Shipping Information:

Tracking number:	283969748665	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Riverside Transit Agency, Riverside Transit Agency
1825 Third St.
RIVERSIDE, CA, US, 92517

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer:

Proof-of-delivery letters are being provided for the following shipments:

283969801270	RIVERSIDE, CA
283969879792	MORENO VALLEY, CA
283969922811	BANNING, CA
283970006847	RIVERSIDE, CA
283970050795	SACRAMENTO, CA
283970094853	REDLANDS, CA
283970174258	DIAMOND BAR, CA
283970270792	ROSEMEAD, CA
283970353174	SAN JACINTO, CA
283970444459	THERMAL, CA
283970495184	COACHELLA, CA
283970557120	OMAHA, NE
283970627201	LOS ANGELES, CA
283970673689	PALM SPRINGS, CA
283970724065	HEMET, CA
283970771461	CORONA, CA
283970816530	RIVERSIDE, CA
283970881281	BEAUMONT, CA
283970931235	BEAUMONT, CA
283970974282	BEAUMONT, CA
283971025985	BEAUMONT, CA
283971064993	BEAUMONT, CA
283971104372	BEAUMONT, CA

You may save or print this Batch Signature Proof of Delivery file for your records.

Thank You For Choosing FedEx.

FedEx

1.800.GoFedEx 1.800.463.3339

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969801270

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	L.SANT	Delivery Location:	4080 LEMON ST 8TH FLOOR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92517
		Delivery date:	Sep 22, 2021 12:24

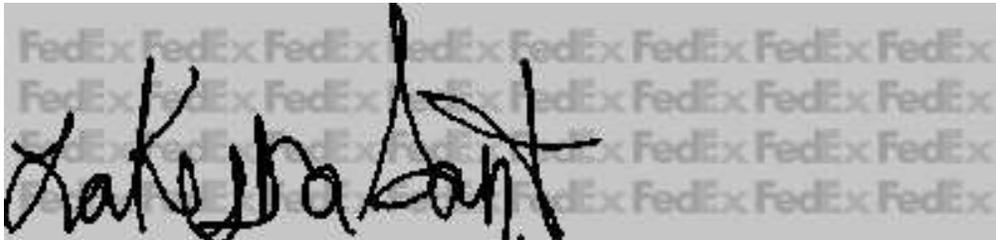
Shipping Information:

Tracking number:	283969801270	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Riverside County Transport. Dept., Riverside County Transport. Dept.
4080 Lemon Street
RIVERSIDE, CA, US, 92517

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969879792

Delivery Information:

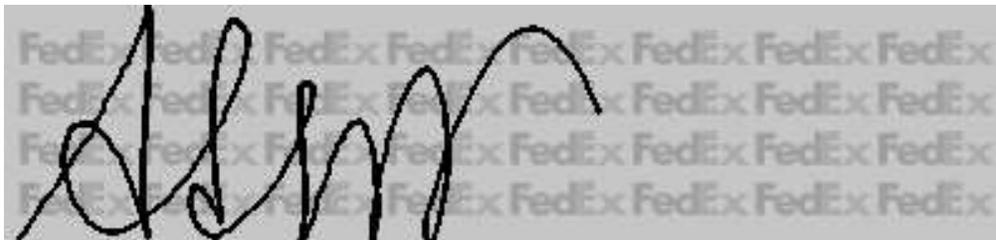
Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	A.CLADIA	Delivery Location:	14310 FREDERICK ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		MORENO VALLEY, CA, 92553
		Delivery date:	Sep 22, 2021 09:41

Shipping Information:

Tracking number:	283969879792	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:Attn: Planning, Riverside County Waste Manag. Dept.
14310 Federick St.
MORENO VALLEY, CA, US, 92553**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283969922811

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	C.SAYS	Delivery Location:	1210 BEAUMONT AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BANNING, CA, 92220
		Delivery date:	Sep 22, 2021 09:48

Shipping Information:

Tracking number:	283969922811	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
San Gorgonio Pass Water Agency, San Gorgonio Pass Water Agency
1210 Beaumont Ave
BANNING, CA, US, 92220

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Dear Customer,

The following is the proof-of-delivery for tracking number: 283970006847

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	D.UNGER	Delivery Location:	11615 STERLING AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92503
		Delivery date:	Sep 22, 2021 09:25

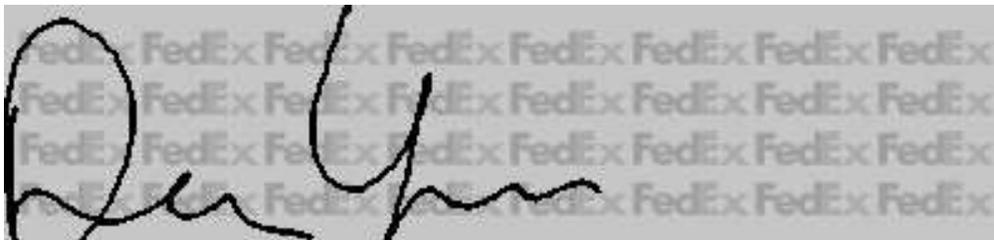
Shipping Information:

Tracking number:	283970006847	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Project Authority, Santa Ana Watershed
11615 Sterling Avenue
RIVERSIDE, CA, US, 92503

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970050795

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	L.PHOMPACHAN	Delivery Location:	1001 I ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		SACRAMENTO, CA, 95814
		Delivery date:	Sep 22, 2021 10:21

Shipping Information:

Tracking number:	283970050795	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Environmental Review Unit, State Water Resources Control Board
1001 I Street
16th Floor
SACRAMENTO, CA, US, 95814

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970094853

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	J.CUTHBERT	Delivery Location:	1981 W LUGONIA AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		REDLANDS, CA, 92374
		Delivery date:	Sep 22, 2021 09:16

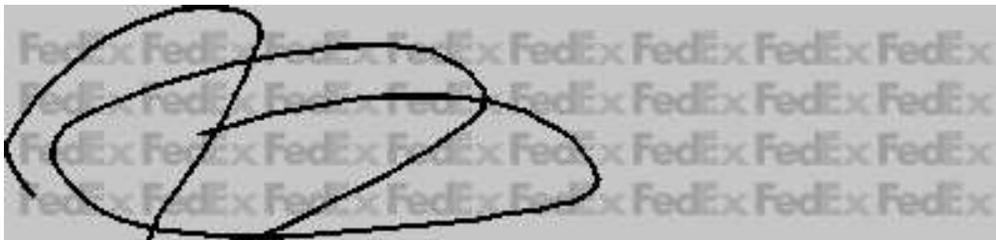
Shipping Information:

Tracking number:	283970094853	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
So. Cal Gas Company, So. Cal Gas Company
1981 Lugonia Avenue
REDLANDS, CA, US, 92374

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Dear Customer,

The following is the proof-of-delivery for tracking number: 283970174258

Delivery Information:

Status:	Delivered	Delivered To:	Mailroom
Signed for by:	E.WASHINGTON	Delivery Location:	21865 COPLEY DR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		DIAMOND BAR, CA, 91765
		Delivery date:	Sep 22, 2021 09:53

Shipping Information:

Tracking number:	283970174258	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Mr. Ian MacMillan, CEQA Inter- Gov., South Coast Air Quality
Management
2186 E. Copley Drive
DIAMOND BAR, CA, US, 91765

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970270792

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	S.GUERRA	Delivery Location:	8631 RUSH ST G53
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		ROSEMEAD, CA, 91770
		Delivery date:	Sep 22, 2021 11:26

Shipping Information:

Tracking number:	283970270792	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:

Local Governmental Affairs Land Use, Southern California Edison
Company
2244 Walnut Grove Avenue
Quad 4C472A
ROSEMEAD, CA, US, 91770

Shipper:

Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985





September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970353174

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	A.SALAZAR	Delivery Location:	23904 SOBOBA RD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		SAN JACINTO, CA, 92581
		Delivery date:	Sep 22, 2021 10:42

Shipping Information:

Tracking number:	283970353174	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
The Soboba Band of Luiseno Indians, The Soboba Band of Luiseno
Indians
23904 Soboba Rd.
SAN JACINTO, CA, US, 92581

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970444459

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	A.NELSON	Delivery Location:	66725 MARTINEZ RD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		THERMAL, CA, 92274
		Delivery date:	Sep 22, 2021 12:12

Shipping Information:

Tracking number:	283970444459	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Chauilla Indians Cultural Resources, Torres Martinez Desert Cahuilla
66-725 Martinez Street
THERMAL, CA, US, 92274

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970495184

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	J.SARABIA	Delivery Location:	46200 HARRISON PL
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		COACHELLA, CA, 92236
		Delivery date:	Sep 22, 2021 10:47

Shipping Information:

Tracking number:	283970495184	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Mission Indians, Twenty-Nine Palms Band of
46-200 Harrison Place
COACHELLA, CA, US, 92236

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970557120

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	T.WILLIAMS	Delivery Location:	1400 DOUGLAS ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		OMAHA, NE, 68179
		Delivery date:	Sep 22, 2021 13:26

Shipping Information:

Tracking number:	283970557120	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:

Union Pacific Railroad, Union Pacific Railroad
1400 Douglas Street
STOP 1690
OMAHA, NE, US, 68179

Shipper:

Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970627201

Delivery Information:

Status:	Delivered	Delivered To:	
Signed for by:	Signature release on file	Delivery Location:	915 WILSHIRE BLVD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		LOS ANGELES, CA, 90053
		Delivery date:	Sep 23, 2021 09:13

Shipping Information:

Tracking number:	283970627201	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
US Army Corps of Engineers, US Army Corps of Engineers
915 Wilshire Blvd.
LOS ANGELES, CA, US, 90053

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970673689

Delivery Information:

Status:	Delivered	Delivered To:	Shipping/Receiving
Signed for by:	L.IZETH	Delivery Location:	777 E TAHQUITZ CANYON WAY
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		PALM SPRINGS, CA, 92262
		Delivery date:	Sep 22, 2021 10:19

Shipping Information:

Tracking number:	283970673689	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:US Fish and Wildlife Service, US Fish and Wildlife Service
777 East Tahquite Canyon Drive
Suite 280
PALM SPRINGS, CA, US, 92262**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970724065

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	D.MEYER	Delivery Location:	150 S JUANITA ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		HEMET, CA, 92543
		Delivery date:	Sep 22, 2021 09:53

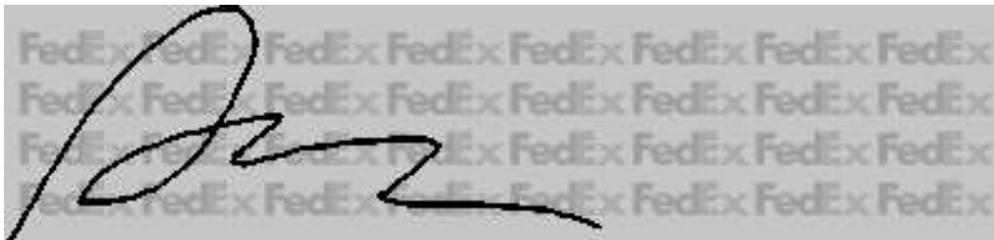
Shipping Information:

Tracking number:	283970724065	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Verizon Engineering CAE 15 NC, Verizon Engineering CAE 15 NC
150 South Juanita
HEMET, CA, US, 92543

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970771461

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	N.NIDIA	Delivery Location:	800 S TEMESCAL ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		CORONA, CA, 92879
		Delivery date:	Sep 22, 2021 10:19

Shipping Information:

Tracking number:	283970771461	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Waste Management, Waste Management
800 S Temescal Street
CORONA, CA, US, 92879

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985





September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970816530

Delivery Information:

Status:	Delivered	Delivered To:	
Signed for by:	Signature release on file	Delivery Location:	4080 LEMON ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		RIVERSIDE, CA, 92501
		Delivery date:	Sep 22, 2021 16:05

Shipping Information:

Tracking number:	283970816530	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
of Governments, Western Riverside Council
4080 Lemon Street
3rd Floor
RIVERSIDE, CA, US, 92501

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970881281

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	R.FLORES	Delivery Location:	390 OAK VALLEY PKWY
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:18

Shipping Information:

Tracking number:	283970881281	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Craig Carignan, Duane Burk
390 Oak Valley Parkway
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970931235

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	730 N CALIFORNIA AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:21

Shipping Information:

Tracking number:	283970931235	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Erin Morrow, Erin Morrow
730 N California Ave
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283970974282

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	36709 BAY HILL DR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 10:02

Shipping Information:

Tracking number:	283970974282	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Richard J. Bennecke, Richard J. Bennecke
36709 Bay Hill Drive
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971025985

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	174 POTTER CRK
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 10:02

Shipping Information:

Tracking number:	283971025985	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Kenneth Gomer, Kenneth Gomer
174 Potter Creek
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971064993

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	B.BRADLEY	Delivery Location:	9401 OAK GLEN RD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 10:42

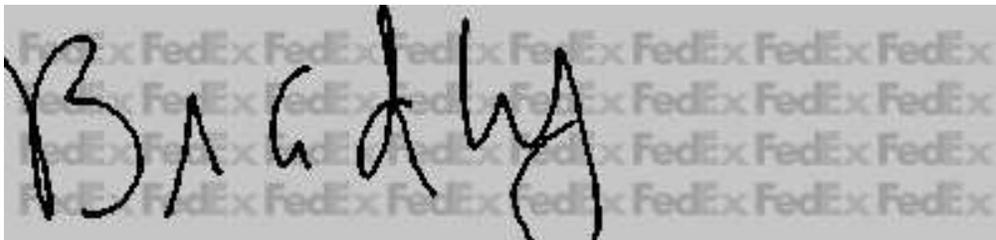
Shipping Information:

Tracking number:	283971064993	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Kathie Dillon, Kathie Dillon
9401 Oak Glen Road
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971104372

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	1716 BRITTNEY RD
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:48

Shipping Information:

Tracking number:	283971104372	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Ronald K. Rader, Ronald K. Rader
1716 Brittney Road
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer:

Proof-of-delivery letters are being provided for the following shipments:

283971148040	BEAUMONT, CA
283971186464	BEAUMONT, CA
283971233007	BEAUMONT, CA
283971268230	BEAUMONT, CA
283971311472	BEAUMONT, CA
283971353034	BEAUMONT, CA
283971394160	BEAUMONT, CA
283971436490	BEAUMONT, CA
283971484724	BEAUMONT, CA

You may save or print this Batch Signature Proof of Delivery file for your records.

Thank You For Choosing FedEx.

FedEx

1.800.GoFedEx 1.800.463.3339



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971148040

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	1480 HUNTER MOON WAY
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 09:21

Shipping Information:

Tracking number:	283971148040	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Bill Cooper, Bill Cooper
1480 Hunter Moon Way
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971186464

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	732 COPPER CIR
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:28

Shipping Information:

Tracking number:	283971186464	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Ken Wagner, Ken Wagner
732 Copper Circle
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971233007

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	1736 DESERT ALMOND WAY
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:51

Shipping Information:

Tracking number:	283971233007	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Steven Mehlman, Steven Mehlman
1736 Desert Almond Way
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971268230

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	1483 PLAYA ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 10:43

Shipping Information:

Tracking number:	283971268230	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Eric Hofmann, Eric Hofmann
1483 Playa Street
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971311472

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	34754 WOODS PL
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 10:29

Shipping Information:

Tracking number:	283971311472	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Joann Roberts, Joann Roberts
34754 Woods Place
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971353034

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	250 E 1ST ST
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 10:10

Shipping Information:

Tracking number:	283971353034	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Thomas Halley (Tom), Thomas Halley (Tom)
250 Broadriver Trail
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx



September 24, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971394160

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	1695 JADE CT
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday; Residential Delivery		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:29

Shipping Information:

Tracking number:	283971394160	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Rosalyn Kraut, Rosalyn Kraut
1695 Jade Court
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971436490

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	R.LINDA	Delivery Location:	726 BEAUMONT AVE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 09:40

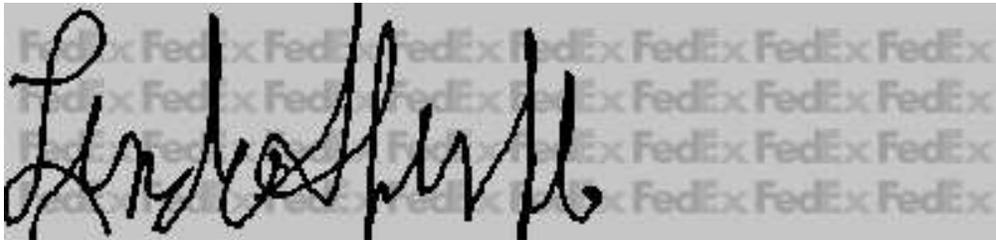
Shipping Information:

Tracking number:	283971436490	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:
Beaumont Chamber of Commerce, Beaumont Chamber of Commerce
726 Beaumont Ave
BEAUMONT, CA, US, 92223

Shipper:
Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985

A handwritten signature in black ink, appearing to read "Linda Purcell", is written over a background of a repeating, faded "FedEx" logo.

Thank you for choosing FedEx

Dear Customer,

The following is the proof-of-delivery for tracking number: 283971484724

Delivery Information:

Status:	Delivered	Delivered To:	Receptionist/Front Desk
Signed for by:	D.LUZ	Delivery Location:	560 MAGNOLIA AVENUE
Service type:	FedEx Priority Overnight		
Special Handling:	Deliver Weekday		BEAUMONT, CA, 92223
		Delivery date:	Sep 22, 2021 11:40

Shipping Information:

Tracking number:	283971484724	Ship Date:	Sep 21, 2021
		Weight:	0.5 LB/0.23 KG

Recipient:Dan Jagers, Beaumont Cherry Valley Water Dist.
560 Magnolia Avenue
BEAUMONT, CA, US, 92223**Shipper:**Kimley-Horn and Associates, Inc., Kimley-Horn and Associates
3880 Lemon Street
Ste 420
Riverside, CA, US, 92501

Reference	195324001.3.700
Purchase Order	NOP
Department Number	985



Thank you for choosing FedEx

OWNER LIST
TWO SETS OF LABELS

400-010-005
BURGESS FRANK J
P O BOX 54
BANNING, CA 92220

400-010-008
MORRISON GREGORY B
8439 ETIWANDA AVE APT J
RANCHO CUCAMONGA, CA 91739

400-010-009
MAO JONG OCK
15415 CONDESA DR
WHITTIER, CA 90603

400-010-010
ADLER MICHAEL A
36785 BROOKSIDE AVE
BEAUMONT, CA 92223

400-010-011
COLORADO RIVER MOBILE HOMES
P O BOX 8
PARKER DAM, CA 92267

400-140-017 & 407-190-008
~~PUBLIC AGENCY~~
~~CHERRY VALLEY, CA 92223~~

407-190-007
WEITZ DOLORES
17720 MAGNOLIA # 312
ENCINO, CA 91316

407-190-012
SALTER DANIEL LIVING
TRUST 10/19/18
377 KANSAS ST
REDLANDS, CA 92373

407-190-015
ALDAMA NICOLAS
223 W M ST
COLTON, CA 92324

407-190-016, 017, 022 THRU 028
EXETER CHERRY VALLEY LAND,
LLC
101 WEST ELM ST STE 600
CONSHOHOCKEN, PA 19428

407-190-016, 017, 022 THRU 028
CITY VENTURES HOMEBUILDING
3121 MICHELSON DR STE 150
IRVINE, CA 92612

407-190-018
MAC DADDY DEV
38 BALBOA COVES
NEWPORT BEACH, CA 92663

407-190-022
TURLEY SUSAN
37225 GOODIE LN
CHERRY VALLEY, CA 92223

407-190-024
LEE KUO MING
869 W 17TH ST
UPLAND, CA 91785

407-200-009, 013 & 014
TSG CHERRY VALLEY
2 PARK PLAZA STE 700
IRVINE, CA 92614

407-220-019
I10 LOGISTICS OWNER
5404 WISCONSIN AVE STE 1150
CHEVY CHASE, MD 20815

407-230-011
KMJD IRREVOCABLE TRUST
8592 LOS COYOTES DR
BUENA PARK, CA 90621

407-230-020
MEI LING PROP
P O BOX 1510
LA MIRADA, CA 90637

- 18 PRINTED -

* DUPLICATE OWNERS COMBINED
INTO A SINGLE LABEL

400-010-005
BURGESS FRANK J
P O BOX 54
BANNING, CA 92220

400-010-008
MORRISON GREGORY B
8439 ETIWANDA AVE APT J
RANCHO CUCAMONGA, CA 91739

400-010-009
MAO JONG OCK
15415 CONDESA DR
WHITTIER, CA 90603

400-010-010
ADLER MICHAEL A
36785 BROOKSIDE AVE
BEAUMONT, CA 92223

400-010-011
COLORADO RIVER MOBILE HOMES
P O BOX 8
PARKER DAM, CA 92267

400-140-017 & 407-190-008
~~PUBLIC AGENCY~~
~~CHERRY VALLEY, CA 92223~~

407-190-007
WEITZ DOLORES
17720 MAGNOLIA # 312
ENCINO, CA 91316

407-190-012
SALTER DANIEL LIVING
TRUST 10/19/18
377 KANSAS ST
REDLANDS, CA 92373

407-190-015
ALDAMA NICOLAS
223 W M ST
COLTON, CA 92324

407-190-016, 017, 022 THRU 028
EXETER CHERRY VALLEY LAND,
LLC
101 WEST ELM ST STE 600
CONSHOCKEN, PA 19428

407-190-016, 017, 022 THRU 028
CITY VENTURES HOMEBUILDING
3121 MICHELSON DR STE 150
IRVINE, CA 92612

407-190-018
MAC DADDY DEV
38 BALBOA COVES
NEWPORT BEACH, CA 92663

407-190-022
TURLEY SUSAN
37225 GOODIE LN
CHERRY VALLEY, CA 92223

407-190-024
LEE KUO MING
869 W 17TH ST
UPLAND, CA 91785

407-200-009, 013 & 014
TSG CHERRY VALLEY
2 PARK PLAZA STE 700
IRVINE, CA 92614

407-220-019
I10 LOGISTICS OWNER
5404 WISCONSIN AVE STE 1150
CHEVY CHASE, MD 20815

407-230-011
KMJD IRREVOCABLE TRUST
8592 LOS COYOTES DR
BUENA PARK, CA 90621

407-230-020
MEI LING PROP
P O BOX 1510
LA MIRADA, CA 90637

- 18 PRINTED -
* DUPLICATE OWNERS COMBINED
INTO A SINGLE LABEL

400-010-005
BURGESS FRANK J
P O BOX 54
BANNING, CA 92220

400-010-008
MORRISON GREGORY B
8439 ETIWANDA AVE APT J
RANCHO CUCAMONGA, CA 91739

400-010-009
MAO JONG OCK
15415 CONDESA DR
WHITTIER, CA 90603

400-010-010
ADLER MICHAEL A
36785 BROOKSIDE AVE
BEAUMONT, CA 92223

400-010-011
COLORADO RIVER MOBILE HOMES
P O BOX 8
PARKER DAM, CA 92267

400-140-017 & 407-190-008
~~PUBLIC AGENCY~~
~~CHERRY VALLEY, CA 92223~~

407-190-007
WEITZ DOLORES
17720 MAGNOLIA # 312
ENCINO, CA 91316

407-190-012
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* DUPLICATE OWNERS COMBINED
INTO A SINGLE LABEL

Salas, Ruben

From: Jillian Knox <Jillian.Knox@OPR.CA.GOV>
Sent: Tuesday, September 21, 2021 12:36 PM
To: Salas, Ruben
Subject: SCH Number 2021090378

Categories: External

Your project is published and is available for review. Please note the review 'start' and 'end' period.

You can use the "navigation" and select "published document" to view your project and any attachments on CEQAnet.

Closing Letters: The State Clearinghouse (SCH) would like to inform you that at this time, our office has transitioned from providing close of review period acknowledgement on your CEQA environmental document. During the phase of not receiving notice on the close of review period, comments submitted by state agencies at the close of review period (and after) are available on CEQAnet.

Please visit:

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fceqanet.opr.ca.gov%2FSearch%2FAdvanced∓data=04%7C01%7Cruben.salas%40kimley-horn.com%7C53189002bdfc4f1e295b08d97d370108%7C7e220d300b5947e58a81a4a9d9afbdc4%7C0%7C0%7C637678497473791178%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C1000∓sdata=Ei47kySLoXd1tIDNeGT1Q2CCyCroRUIxgEEJ%2Fn6Kupl%3D∓reserved=0>

Type in the SCH# of your project of filtering by "Lead Agency"

- Select the correct project

- o Only State Agency comments will be available in the "attachments" section.

Note: Refer to the bold and highlighted agencies.

Jillian Knox
State Clearinghouse

To view your submission, use the following link.

<https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fceqasubmit.opr.ca.gov%2FDocument%2FIndex%2F272988%2F1∓data=04%7C01%7Cruben.salas%40kimley-horn.com%7C53189002bdfc4f1e295b08d97d370108%7C7e220d300b5947e58a81a4a9d9afbdc4%7C0%7C0%7C637678497473791178%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C1000∓sdata=hpEeK7bdILEtnTLuyuhRIFudiMBx%2BdWETkx4jYlg49A%3D∓reserved=0>

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 21-453341

State Clearinghouse # (if applicable): _____

Lead Agency: CITY OF BEAUMONT

Date: 09/21/2021

County Agency of Filing: RIVERSIDE

Document No: E-202100995

Project Title: BEAUMONT SUMMIT STATION

Project Applicant Name: CITY OF BEAUMONT

Phone Number: _____

Project Applicant Address: 550 E 6TH STREET, BEAUMONT, CA 92223

Project Applicant: LOCAL PUBLIC AGENCY

CHECK APPLICABLE FEES:

- Environmental Impact Report
- Negative Declaration
- Application Fee Water Diversion (State Water Resources Control Board Only)
- Project Subject to Certified Regulatory Programs
- County Administration Fee
 - Project that is exempt from fees (DFG No Effect Determination (Form Attached))
 - Project that is exempt from fees (Notice of Exemption)

_____ \$0.00

Total Received _____ \$0.00

Signature and title of person receiving payment:

Reemita Kundra

Deputy

Notes:

NOTICE OF PREPARATION

TO: Agencies, Organizations and Interested Parties

Date: September 22, 2021

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a), 15103, and 15375 of the California Code of Regulations



The City of Beaumont is the Lead Agency under the California Environmental Quality Act (CEQA) in the preparation of the Environmental Impact Report (EIR) for the Project identified below. The Lead Agency has prepared this Notice of Preparation (NOP) for the EIR in order to provide the widest exposure and opportunity for input from public agencies, stakeholders, organizations, and individuals on the scope of the environmental analysis addressing the potential effects of the Proposed Project.

PROJECT TITLE: BEAUMONT SUMMIT STATION

AGENCIES: The City of Beaumont requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b).

ORGANIZATIONS AND INTERESTED PARTIES: The City of Beaumont requests your comments and concerns regarding the environmental issues associated with 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.

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 residential planning areas, small parks, trails, open space, circulation, and a neighborhood park. The Specific Plan was accompanied by a General Plan Amendment, Pre-zoning, authorization for an application for Local Agency Formation Commission (LAFCO) Annexation, and a Development Agreement. The Specific Plan site is generally located south of Cherry Valley Boulevard, north of Brookside Avenue, and east of Interstate 10 (I-10).

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.

PROJECT LOCATION: The Beaumont Summit Station Specific Plan (a comprehensive amendment of the Sunny-Cal Specific Plan) (the Project, or proposed Project) site is in the northwestern portion of the City of Beaumont, California. The Project site is approximately 186 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 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.

PROJECT DESCRIPTION: The proposed Project includes a General Plan Amendment, Specific Plan Amendment, Tentative Parcel Map, Plot Plan Approval, and a Development Agreement. In addition, the proposed Project includes the following elements:

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. These parcels 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

to identify those environmental issues potentially affected by the Project which should be addressed further by the City of Beaumont in the EIR. This NOP is available for public review during regular business hours at City Hall (address located below), and online at <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>. The City of Beaumont will accept comments that are written, emailed, faxed and or any other format.

COMMENTS: In your comment, please indicate a contact person for your agency or organization and send your comments to:

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

In addition to mail, your comments may also be sent by FAX to 951.769.8526 or by email to ctaylor@beaumontca.gov and include "(BEAUMONT SUMMIT STATION" in the subjectline).

PUBLIC SCOPING MEETING: The City will hold an in person Scoping Meeting to present updates on the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the EIR. In addition, a virtual attendance option is available as well. The scoping meeting will be held at the following, date, time, location, and virtual meeting link:

Scoping Meeting Date/Time/Location: **Thursday, October 7, 2021 at 5:30PM**

Beaumont Civic Center
City Council
Chambers
550 E. 6th Street
Beaumont, CA 92223

Virtual Meeting Link: <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>
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Attachments:

Exhibit 1 – Aerial Map
Exhibit 2 – Amended and Restated Specific Plan Land Use Plan
Exhibit 3 – Site Plan



EXHIBIT 1: Aerial Map
Beaumont Summit Station Project
City of Beaumont, California

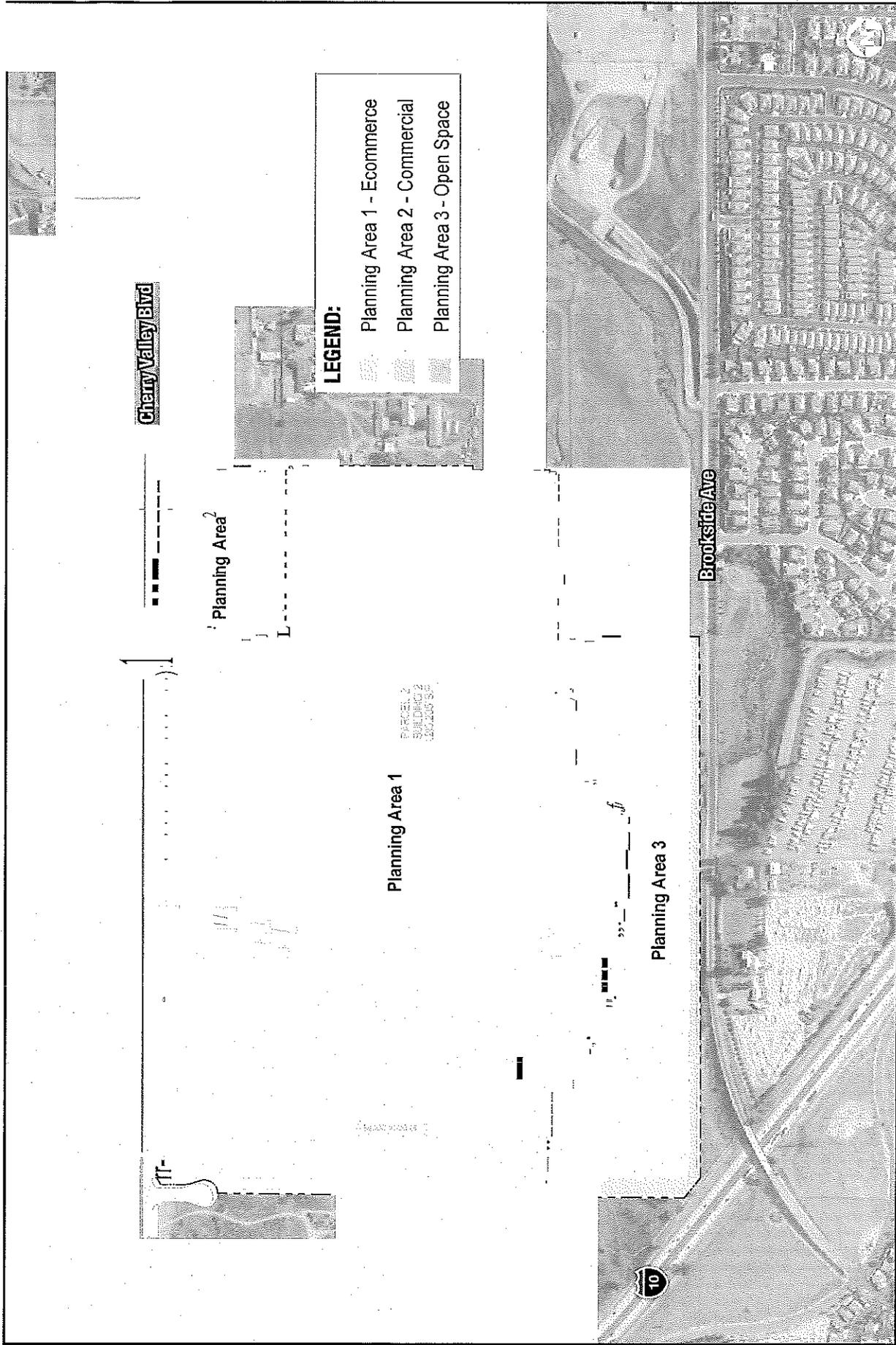


EXHIBIT 2: Amended and Restated Specific Plan Land Use Plan

Beaumont Summit Station Project
City of Beaumont, California

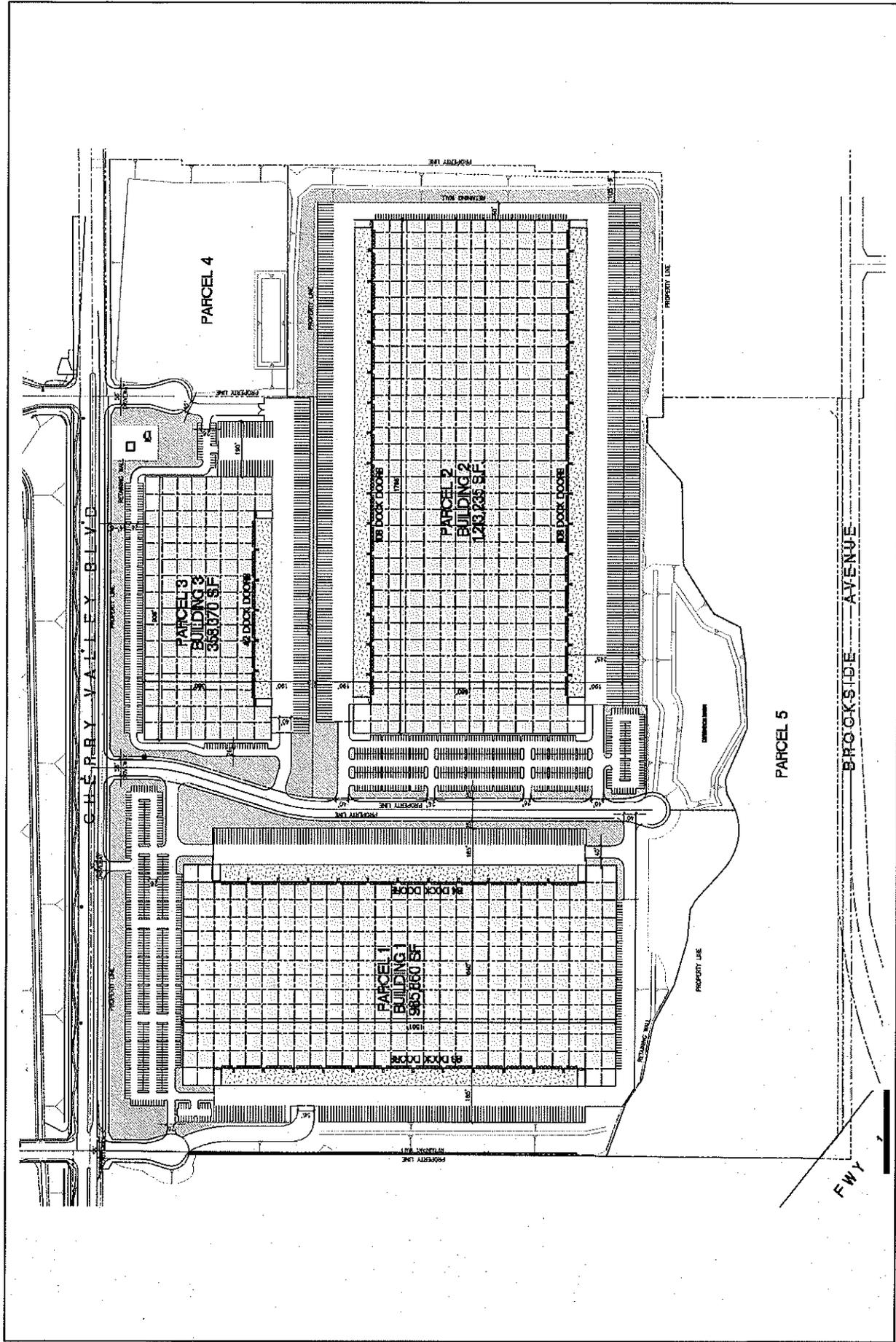


EXHIBIT 3: Conceptual Site Plan
 Beaumont Summit Station Project
 City of Beaumont, California

FILED / POSTED

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202100995
09/21/2021 09:26 AM Fee: \$ 0.00
Page 1 of 3

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Removed: By: Deputy


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- Building 1: 985,860 square feet
- Building 2: 1,213,235 square feet
- Building 3: 358,370 square feet

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 uses.

Parcel 4 (Specific Plan Planning Area 2) would include the development of up to 150,000 square feet of commercial uses, as follows:

- Four story hotel: 100,000 square feet (220 hotel rooms)
- Restaurant: 25,000 square feet
- Retail: 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.

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 improvement including roadway improvements, utility connections, and rights-of-way to support the Project.

Table 1 Existing and Proposed Land Use				
Land Use	Sunny-Cal Specific Plan (2007)		Specific Plan Amendment (2021)	
Low Density Residential	158.65 ac	560 du	--	--
E-Commerce Office	--	--	139.7 ac	2,507,465 sf 50,000 sf
Commercial Hotel (220 Keys)	--	--	10.9 ac	100,000 sf
Retail				25,000 sf
Restaurant				25,000 sf
Open Space				
Park/Trail	21.15 ac			0 ac
Buffer/Open Space	8.71 ac			30.6 ac
Road Dedication	9.8 ac			6.7 ac
Total	200 ac			188 ac

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).

POTENTIAL ENVIRONMENTAL EFFECTS: The City of Beaumont has directed preparation of an Environmental Impact Report to evaluate the proposed Project's potential environmental impacts and analyze Project alternatives. The environmental topic areas anticipated to be included in the EIR include Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology, Land Use and Planning, Noise, Public Services, Recreation, Transportation, Tribal Resources, Utilities and Service Systems, and Wildfire.

The EIR will address the short- and long-term effects of the Project on the environment, including the impacts of any off-site improvements. It will also evaluate the potential for the Project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed Project will be evaluated that may reduce impacts that are determined to be significant in the EIR. Mitigation will be proposed for those impacts that are determined to be significant.

PUBLIC REVIEW PERIOD: This NOP will be available for public review and comment for a period of 30-days from the date posted above. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project,

to identify those environmental issues potentially affected by the Project which should be addressed further by the City of Beaumont in the EIR. This NOP is available for public review during regular business hours at City Hall (address located below), and online at <https://www.beaumontca.gov/1239/Beaumont-Summit-Station>. The City of Beaumont will accept comments that are written, emailed, faxed and or any other format.

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