REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAK VALLEY NORTH PROJECT

DATE: July 14, 2023

TO: State Clearinghouse, Agencies, Organizations, and Interested Parties

PROJECT: **Oak Valley North**; GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DRP 22-09 (Trailer Parking Lot 1), and DRP 22-010 (Trailer Parking Lot 2)

This Revised Notice of Preparation (NOP) notifies agencies, organizations, and interested parties that the City of Calimesa (City), as Lead Agency, will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the **Oak Valley North Project** (Project), proposed by BICM Land Holding, LP. The Project entails the proposed subdivision of ± 110.2 gross acres and the foreseeable development of business park uses on ± 95.5 acres, high-density residential and/or church land uses on ± 11.2 acres, and ± 3.4 acres of public roadway. The City is requesting input from reviewing agencies and the public regarding the scope and content of the EIR.

SCOPE OF THE EIR

In accordance with CEQA, the City determined that the proposed Project has the potential to result in significant impacts under the following issue areas. A detailed analysis of the following issue areas will be included in the forthcoming EIR:

- Aesthetics
- Agriculture & Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology / Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Paleontological Resources
- Population / Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
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- Wildfire
- Mandatory Findings of Significance

The EIR will assess the effects of the proposed project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the Project that may accomplish basic objectives while lessening or eliminating any potentially significant Project-related impacts.

This NOP is subject to a minimum 30-day public review period per Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082. During the public review period, public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project and identify those environmental issues that have the potential to be affected by the Project and should be addressed further by the City of Calimesa in the EIR. **The public review comment period for this NOP begins on July 14, 2023, and will close at 5:00 pm on August 14, 2023.**

PROJECT LOCATION

APNs: 413-260-018, 413-280-016, 413-280-018, 413-280-021, 413-280-030, 413-280-036, 413-280-037, 413-280-043.

The Project site is in the southern portion of the City of Calimesa, northeast of Interstate 10 (I-10) and Calimesa Boulevard, southeast of Singleton Road, and south of Beckwith Avenue. Refer to the attached ***Vicinity Map***. The parcels within the Project boundary are not located on known listed toxic hazardous waste sites pursuant to Government Code Section 65962.5. The topography slopes up from I-10 to the northeast. Refer to the attached ***USGS Topographic Map***. The Project site presently contains one unoccupied structure and is otherwise vacant. Refer to the attached ***Aerial Photograph.***

SUMMARY OF PROPOSED PROJECT

Applications filed with the City of Calimesa include the following:

General Plan Amendment (GPA) 22-03

GPA 22-03 proposes to modify the land use element of the *City of Calimesa 2014 General Plan* (General Plan) to change the General Plan land use designations on the property from Business Park (BP), Light Industrial (LI), and Residential Low Medium Density (RLM) to Business Park (BP) for PA 1 and Residential High Density (RH) for PA 2.

Zone Change (ZC) 22-01 (SPA Area 4)

ZC 22-01 (SPA Area 4) proposes to modify the City's official zoning map as it applies to the property to change the zoning classifications from Business Park (B-P), Light Industrial (L-I) and Residential Low Medium (R-L-M) to a zoning classification of Specific Plan Area (SPA). The Oak Valley North Specific Plan (SPA Area 4) proposes to establish a Specific Plan for the property and apply two land use designations: Business Park (BP) and Residential High (RH). Refer to the attached ***Conceptual Land Use Plan***. The approximately 110.2-acre Specific Plan area would be divided into two planning areas for planning purposes. Planning Area 1 would be 95.5 acres and accommodate up to 982,232 square feet (s.f.) of BP building space. Planning Area 2 would be 11.2 acres and allow up to 223 residential units at a density of up to 20 dwelling units per acre (du/ac). Place of worship is a conditionally-permitted use in the Specific Plan's residential zone, and therefore, it is anticipated that a 1,200-seat church facility may be developed within the residential zone. The balance of the acreage (3.4 acres) would be designated as public roadway for portions of Calimesa Boulevard and Beckwith Avenue. The Specific Plan also proposes development standards that would serve as the property's zoning and includes design guidelines for architecture, landscaping, and other physical attributes of the proposed development.

Tentative Parcel Map (TPM) 38589

TPM 38598 is a proposed parcel map to subdivide the subject site into seven (7) parcels and convey right-of-way to the City of Calimesa for improvements to Beckwith Avenue and Calimesa Boulevard.

Development Plan Review (DPR) 22-05 and Conditional Use Permit (CUP) 22-02 (Building 1), Development Plan Review (DPR) 22-06 and Conditional Use Permit (CUP) 22-03 (Building 2), Development Plan Review (DPR) 22-07 and Conditional Use Permit (CUP) 22-04 (Building 3), Development Plan Review (DRP) 22-08 and Conditional Use Permit (CUP) 22-06 (Building 4), Development Plan Review (DRP) 22-09 (Trailer Lot 1), and Development Plan Review (DRP) 22-010 (Trailer Lot 2)

The DPR and CUP applications propose development plans for the Specific Plan's Planning Area 1. One (1) trapezoidal-shaped and three (3) rectangular-shaped concrete tilt-up buildings are proposed within the southern and western portions of Planning Area 1. The proposed CUPs would allow the four (4) buildings

represented in the DPRs. According to the proposed Oak Valley North Specific Plan, which refers to the City of Calimesa Municipal Code, warehouse and distribution buildings require a CUP in areas zoned LI/BP. Refer to the attached exhibit, ***Proposed Development Plans and CUPs.***

Proposed Buildings

Building	Total Building Size	Office Size	Warehouse Size	Loading Docks	Auto Parking Spaces	Trailer Parking Spaces
1	236,892 s.f.	20,000 s.f.	216,892 s.f.	37	208	31
2	249,840 s.f.	20,000 s.f.	229,840 s.f.	74	215	0
3	249,000 s.f.	20,000 s.f.	229,000 s.f.	93	191	0
4	246,500 s.f.	20,000 s.f.	226,500 s.f.	50	183	79

Building 1 would have 236,892 s.f. of floor area comprised of 20,000 s.f. of office and 216,892 s.f. of warehouse with 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site, 208 passenger vehicle parking spaces, and 31 trailer parking spaces.

Building 2 would have 249,840 s.f. of floor area comprised of 20,000 s.f. of office and 229,840 s.f. of warehouse, with 37 loading dock bays positioned on the northwest-facing side of the building and 37 loading dock bays positioned on the southeast-facing side of the building facing interior to the site (74 total loading dock bays) and 215 passenger vehicle parking spaces.

Building 3 would have 249,000 s.f. of floor area comprised of 20,000 s.f. of office, 229,000 s.f. of warehouse with 50 loading dock bays positioned on the north-facing side of the building and 43 loading dock bays positioned on the south-facing side of the building (93 total loading dock bays) and 191 passenger vehicle parking spaces.

Building 4 would have 246,500 s.f. of floor area comprised of 20,000 s.f. of office and 226,500 s.f. of warehouse, with 50 loading dock bays on the northeast-facing building facing interior to the site, 183 passenger vehicle parking spaces, and 79 trailer parking spaces.

In total, 982,232 s.f. of building space is proposed across the four (4) buildings. In addition to the four (4) proposed industrial buildings, two (2) trailer parking lots are proposed in the northern and eastern portions of PA 1.

Proposed Trailer Parking Lots

Lot	Total Size	Usable Area	Auto Parking Space	Trailer Parking Spaces
1	10.04 acres	7.33 acres	5	254
2	27.24 acres	17.09 acres	5	708

Trailer Parking Lot 1 would be 10.04 acres in size with 7.33 acres of usable space providing 5 auto parking stalls and a total of 254 trailer parking stalls. Trailer Parking Lot 2 would be 27.24 acres in size with 17.09 acres of usable space providing 5 auto parking stalls and a total of 734 trailer parking stalls. Each lot would be fenced with access controlled through a guard shack.

Other proposed site features include streetscape and interior site landscaping, drive aisles, truck courts, walls, fences, truck court entry gates, lighting, signage, and supporting infrastructure. A multi-use trail is proposed adjacent to the south side of Beckwith Avenue, separated from the proposed building and parking lot development by a solid perimeter wall and landscaped slope. Considering the landscaped slope, the finished

floor elevations of the four (4) industrial buildings vary from approximately 18 to 46 feet lower than the existing grade of Beckwith Avenue.

OPPORTUNITY FOR PUBLIC REVIEW AND COMMENT

In accordance with CEQA, the City requests that agencies review the description of the Project provided in this Revised NOP and provide comments or guidance on the scope of environmental issues related to the statutory responsibilities of the Lead Agency. The EIR will be used by the City when considering the Project for approval and by other Responsible and Trustee Agencies to support their discretionary actions related to the Project, as applicable. The City is also seeking comments from residents, property owners, and other interested parties regarding issues they believe should be addressed in the EIR.

The issuance of this Revised NOP triggers a 30-day public scoping period. The scoping period begins on **July 14, 2023,** and ends on **August 15 2023**. Comments may be sent to the City at any time during the 30-day public scoping period. Please focus your comments on issues related to the scope and content of the environmental analysis that will be included in the EIR. Due to the time limits mandated by State law, all scoping comments must be received by the City or be postmarked by August 14, 2023. Trustee Agencies and Responsible agencies are asked to identify their statutory authorities pertaining to the Project. If applicable, please include the name and contact information of a contact person for your agency.

Direct all comments to:

City of Calimesa – Planning Division
Attn: Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, CA 92320
Comments may also be emailed to klucia@cityofcalimesa.net

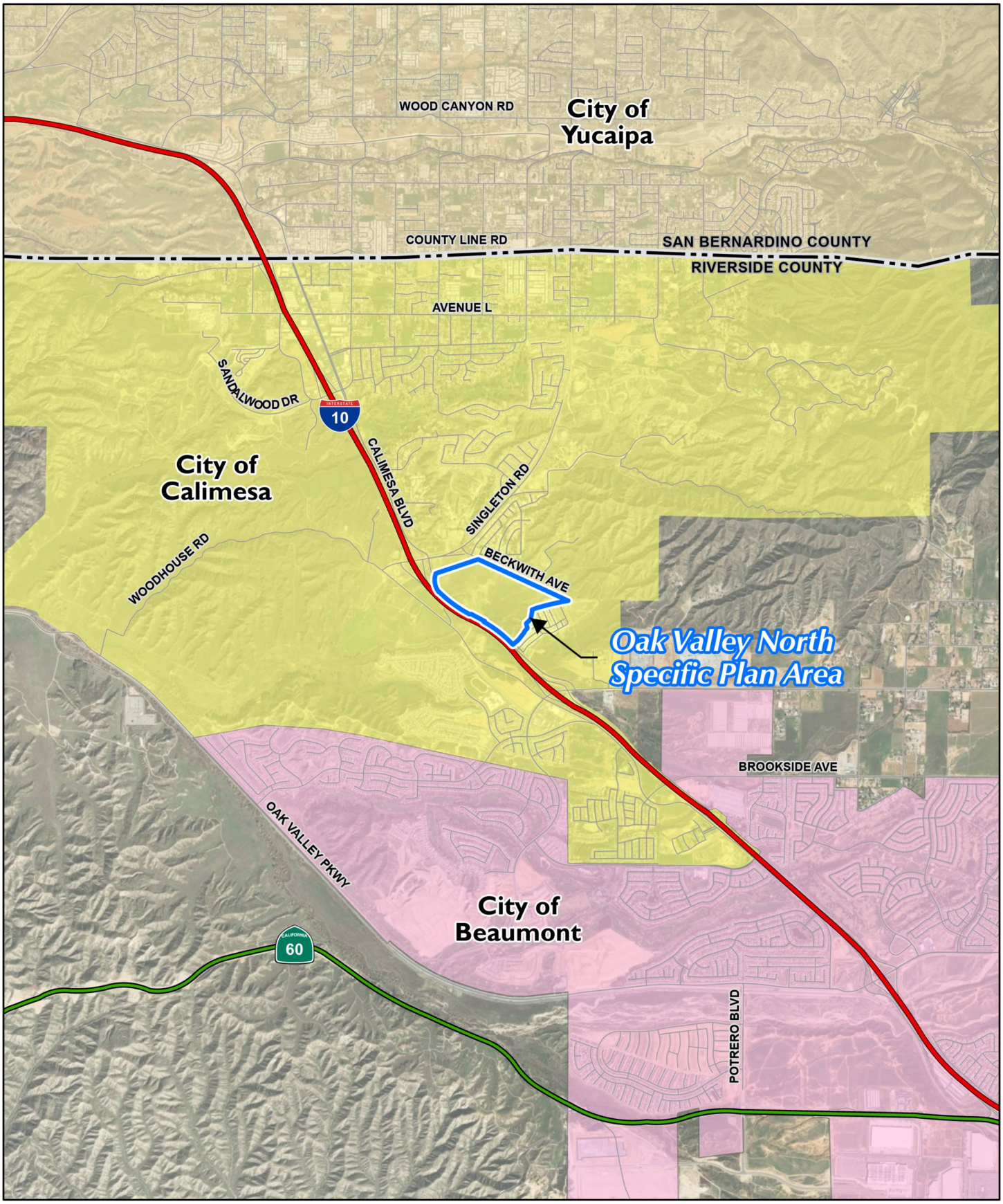
SCOPING MEETING

In accordance with Section 21083.9(a)(2) of the California Public Resources Code and CEQA Guidelines Section 15082(c), the City will hold a public scoping meeting.

Meeting Information:
Monday July 24, 2023
6:00 p.m. (Pacific Standard Time)

Attend the virtual meeting live webcast:
Zoom Webinar Information
Webinar Link: https://us06web.zoom.us/j/85016282379?pwd=cHY1UFBINUJLNk1HR0tCeThVbE9Wdz09
Meeting ID: 850 1628 2379
Passcode: 555908
Phone: +1 669 444 9171

Note: No pre-registration is required. Entering the web address above will directly take you to the broadcast room sign-in. A name and email address are required to enter the broadcast room to keep track of attendees. The meeting will include a brief presentation describing the proposed Project and the City's preliminary review of potential environmental effects. The scoping meeting will include time for the public and stakeholders to provide input on the scope and content of the EIR, including any input regarding potential mitigation measures or possible alternatives to the Project that would also achieve the Project's objectives.



Source(s): ESRI, RCTLMA (2022), SB County (2020)

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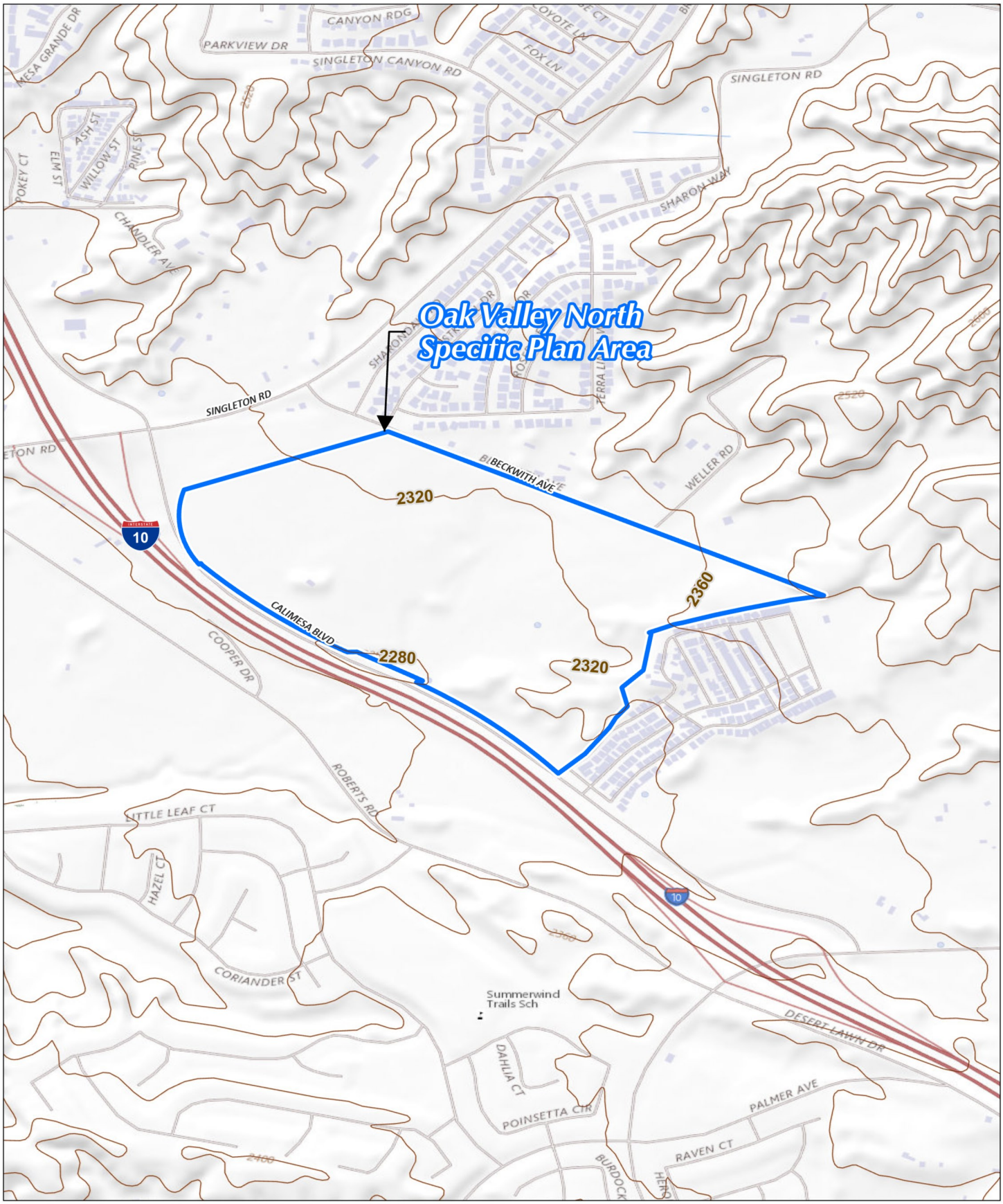
Vicinity Map

Oak Valley North

JN: 1149-001
Date: July 2023



Source(s): ESRI, USGS (2021)

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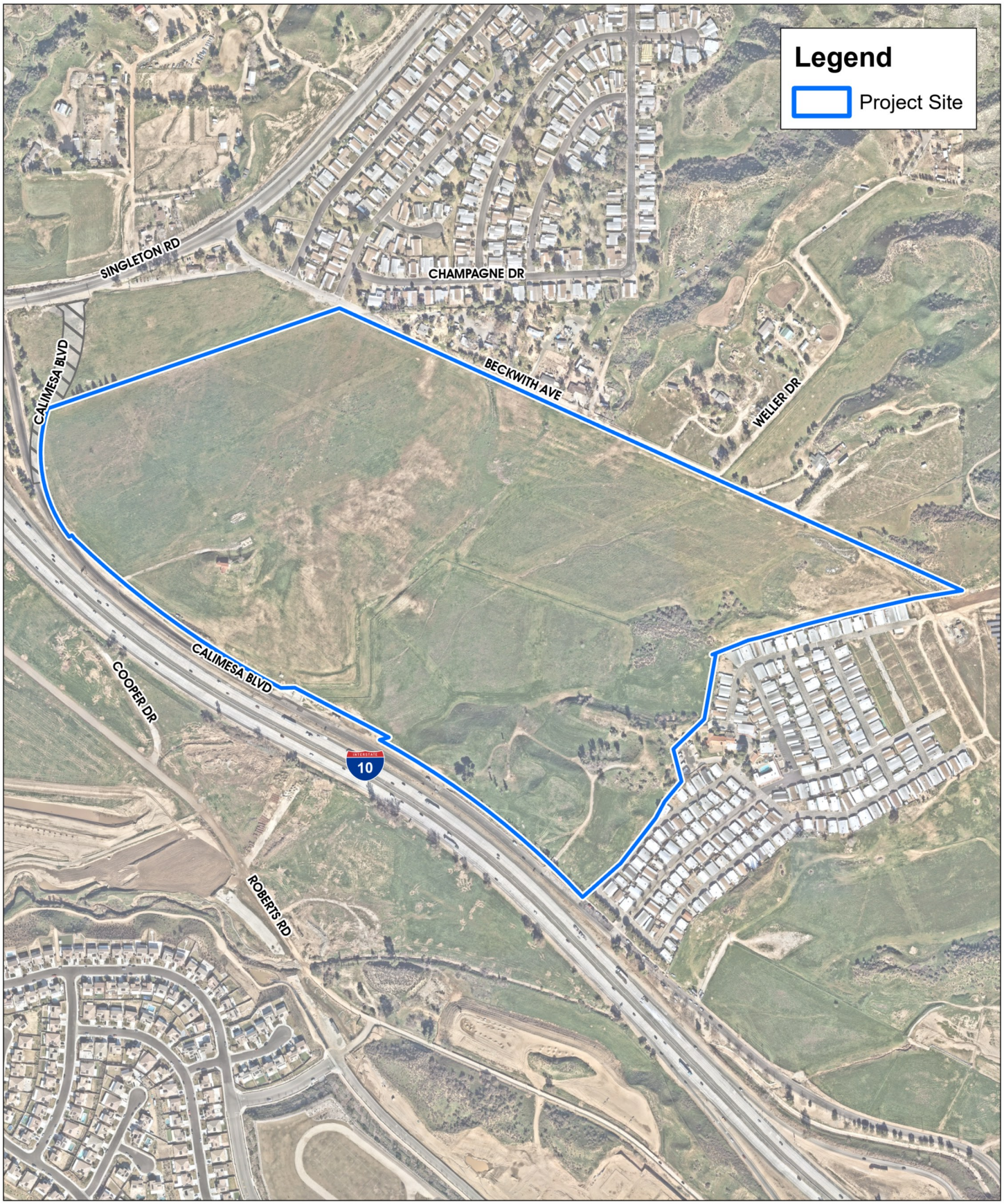
Feet

USGS Topographic Map

Oak Valley North

JN: 1149-001
Date: July 2023



Source(s): ESRI, NearMap (2023), RCTLMA (2022)

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Aerial Photograph

Oak Valley North

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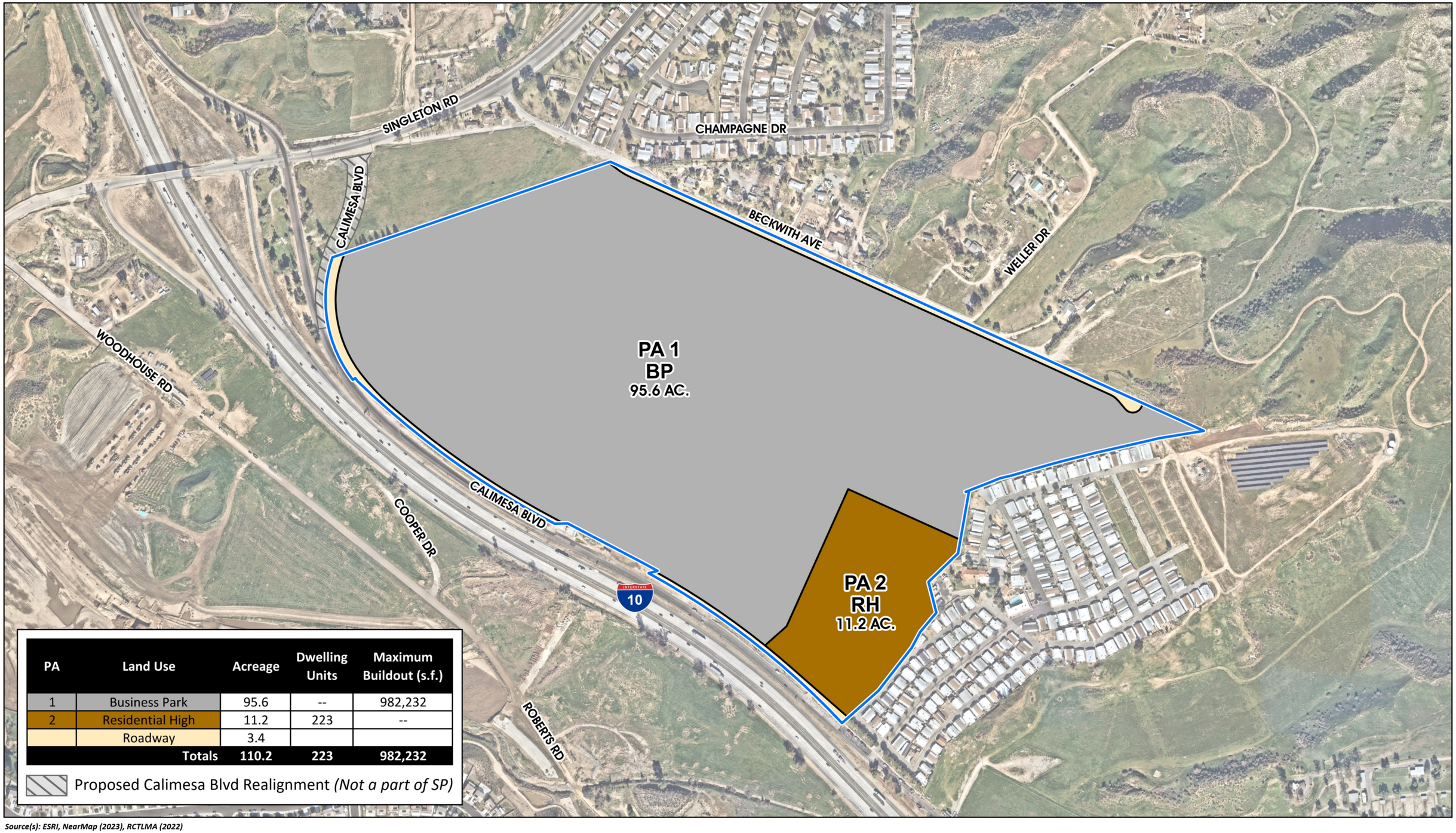
Date: July 2023



PA	Land Use	Acreage	Dwelling Units	Maximum Buildout (s.f.)
1	Business Park	95.6	--	982,232
2	Residential High	11.2	223	--
	Roadway	3.4		
	Totals	**110.2**	**223**	**982,232**

Proposed Calimesa Blvd Realignment *(Not a part of SP)*

Source(s): ESRI, NearMap (2023), RCTLMA (2022)

0 125 250 500 Feet

Conceptual Land Use Plan

Oak Valley North

JN: 1149-001
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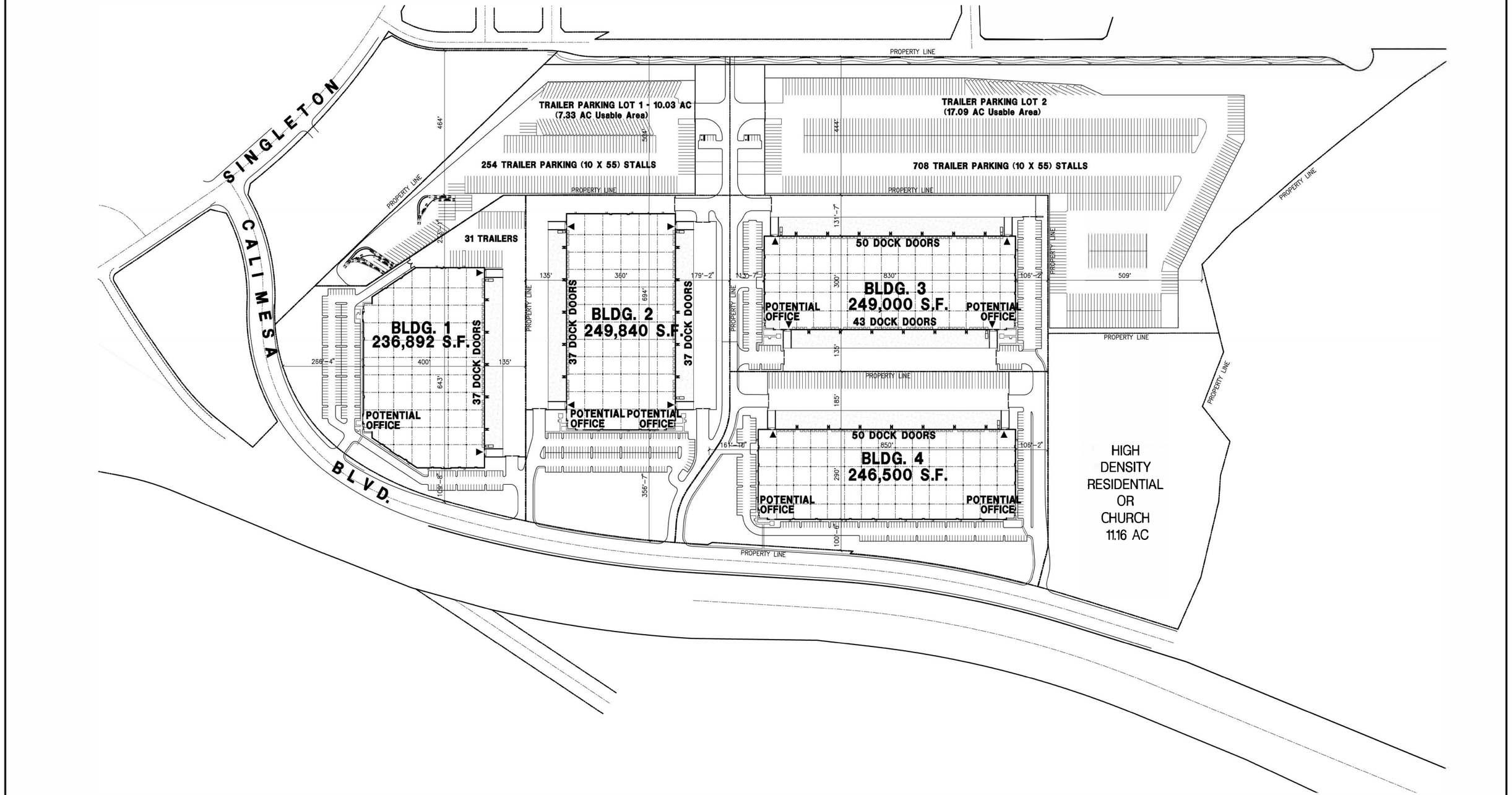

Source(s): HPA (06-20-2023)

Proposed Development Plans and CUPs

Oak Valley North

JN: 1149-001
Date: July 2023

NOTICE OF TIME EXTENSION FOR PUBLIC COMMENT PERIOD

REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAK VALLEY NORTH PROJECT

DATE: August 11, 2023

TO: State Clearinghouse, Agencies, Organizations, and Interested Parties

PROJECT: **Oak Valley North**; GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DRP 22-09 (Trailer Parking Lot 1), and DRP 22-010 (Trailer Parking Lot 2)

In accordance with the California Environmental Quality Act (CEQA), the City of Calimesa is the Lead Agency and has prepared a Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the proposed **Oak Valley North** Project. A Revised NOP was distributed on July 14, 2023, which began a public review and comment period ending on Monday, August 14, 2023. **The purpose of this notice is to announce that the NOP public comment period has been extended to September 8, 2023.**

This Revised Notice of Preparation (NOP) notifies agencies, organizations, and interested parties that the City of Calimesa (City), as Lead Agency, will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the **Oak Valley North Project** (Project), proposed by BICM Land Holding, LP. The Project entails the proposed subdivision of ± 110.2 gross acres and the foreseeable development of business park uses on ± 95.5 acres, high-density residential and/or church land uses on ± 11.2 acres, and ± 3.4 acres of public roadway. The City is requesting input from reviewing agencies and the public regarding the scope and content of the EIR.

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Comments may also be emailed to klucia@cityofcalimesa.net

SCOPING MEETING

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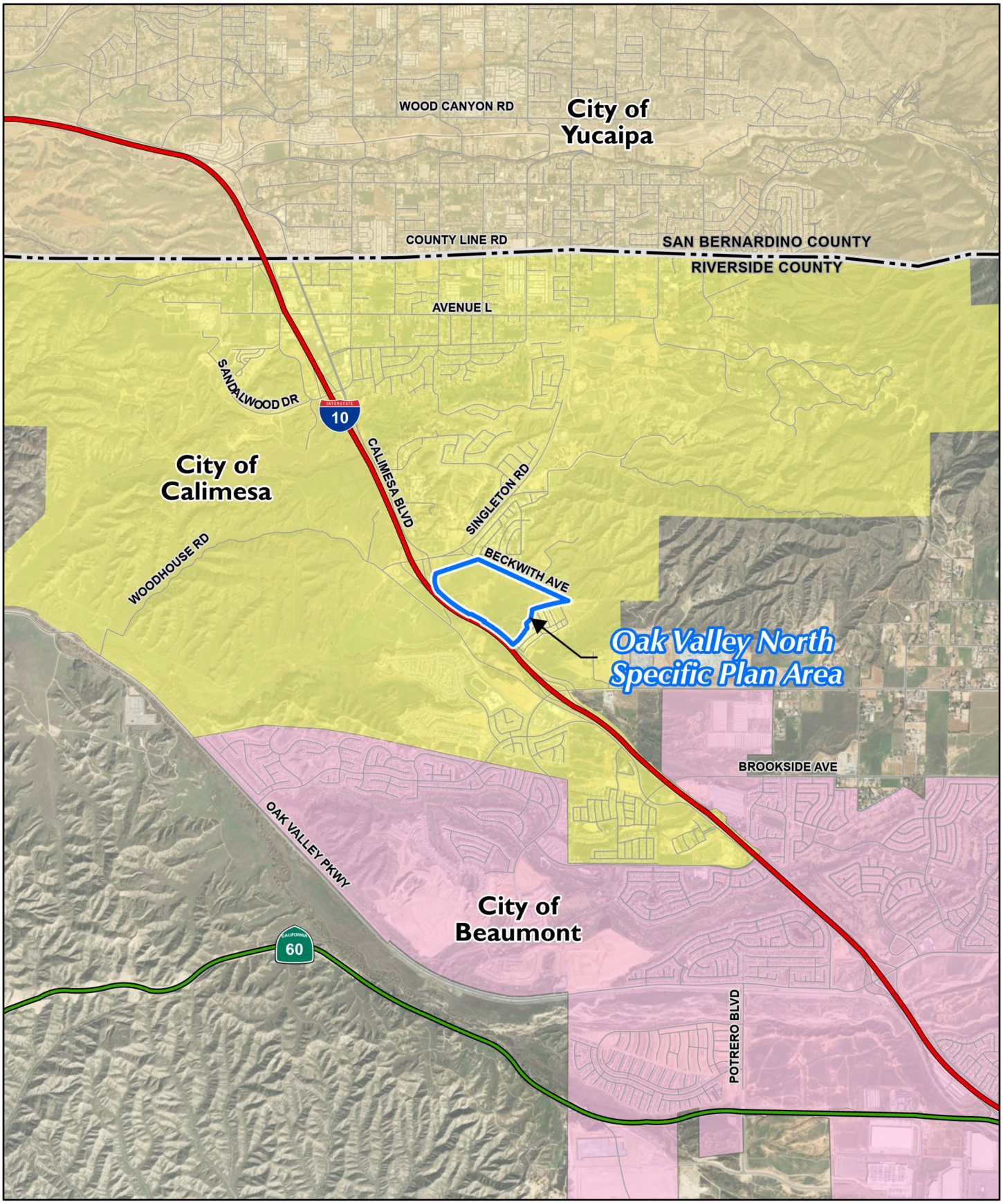


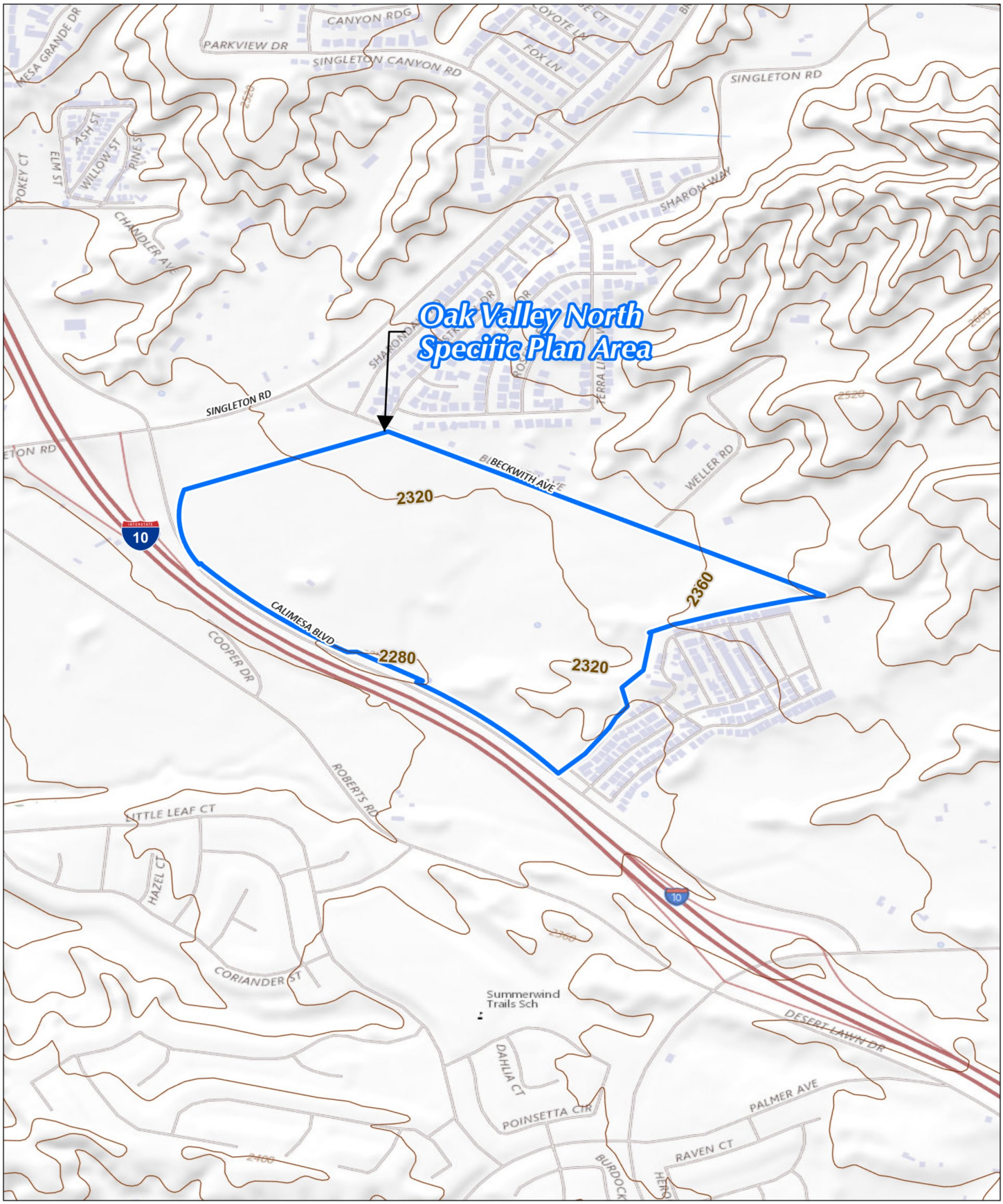
Source(s): ESRI, RCTLMA (2022), SB County (2020)

0 1,000 2,000 4,000 Feet

Vicinity Map

Oak Valley North

JN: 1149-001
Date: July 2023



Source(s): ESRI, USGS (2021)

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Feet

USGS Topographic Map

Oak Valley North

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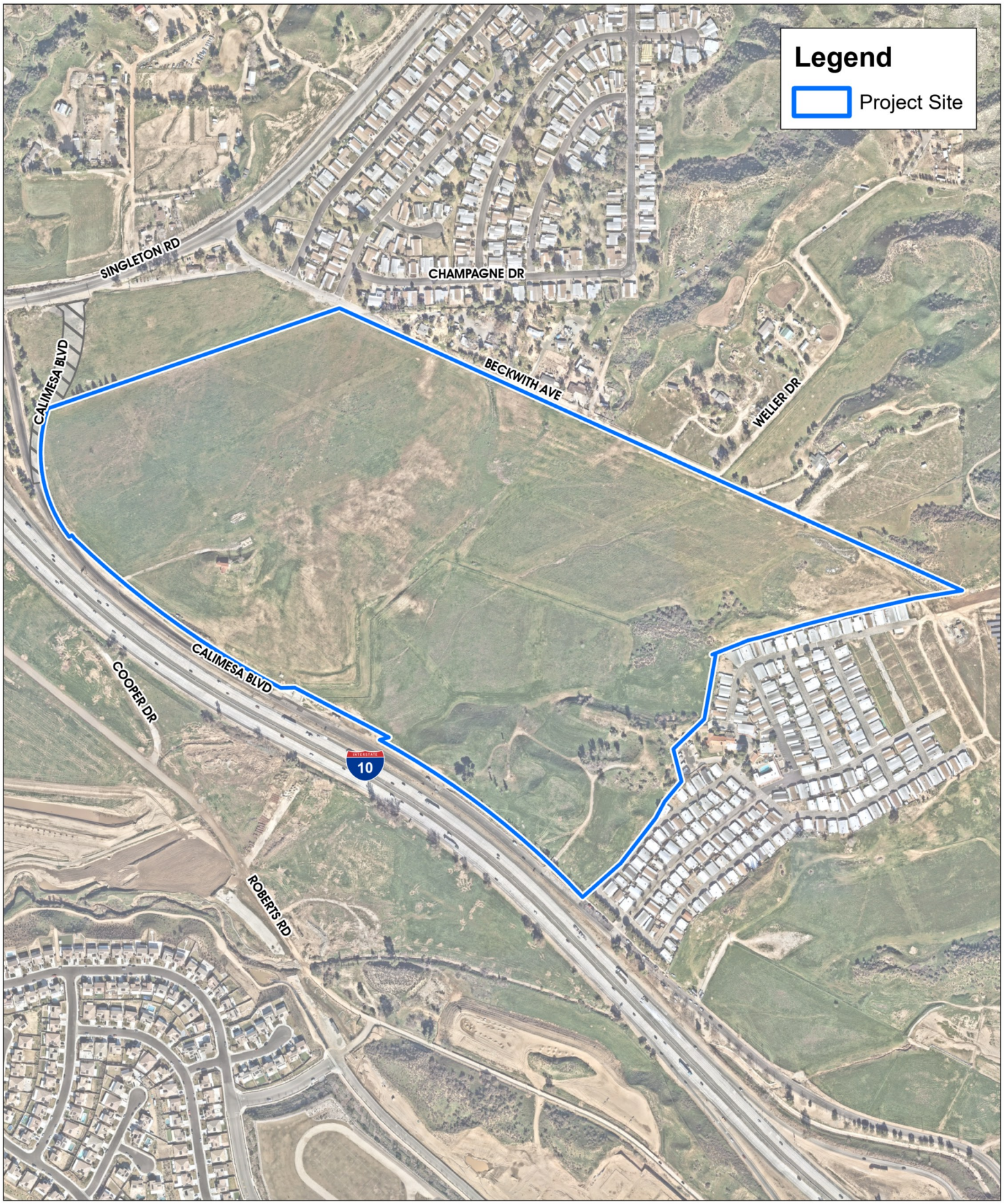

Source(s): ESRI, NearMap (2023), RCTLMA (2022)

0 175 350 700 Feet

Aerial Photograph

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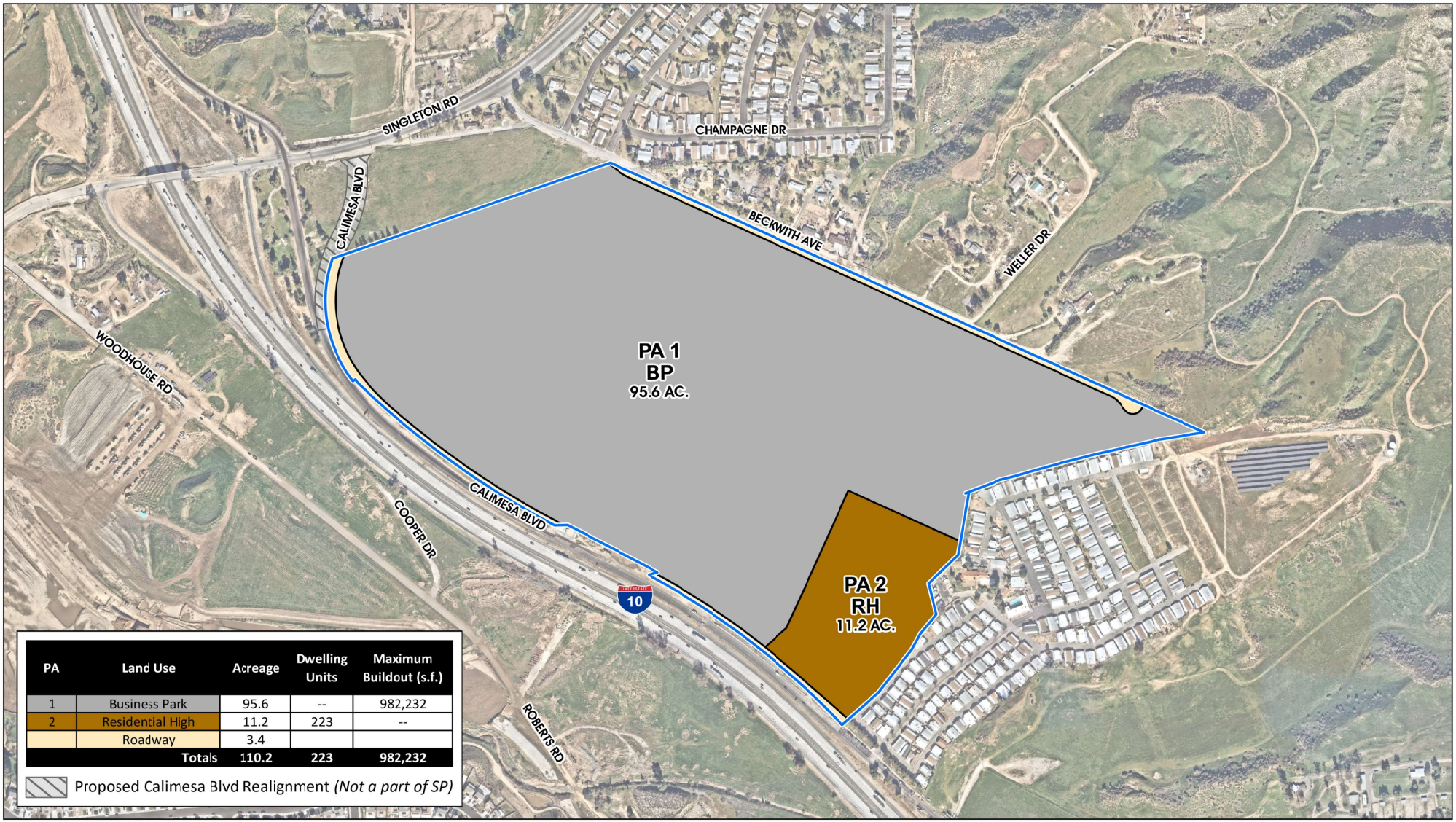


PA	Land Use	Acreage	Dwelling Units	Maximum Buildout (s.f.)
1	Business Park	95.6	--	982,232
2	Residential High	11.2	223	--
	Roadway	3.4		
	Totals	**110.2**	**223**	**982,232**

Proposed Calimesa Blvd Realignment *(Not a part of SP)*

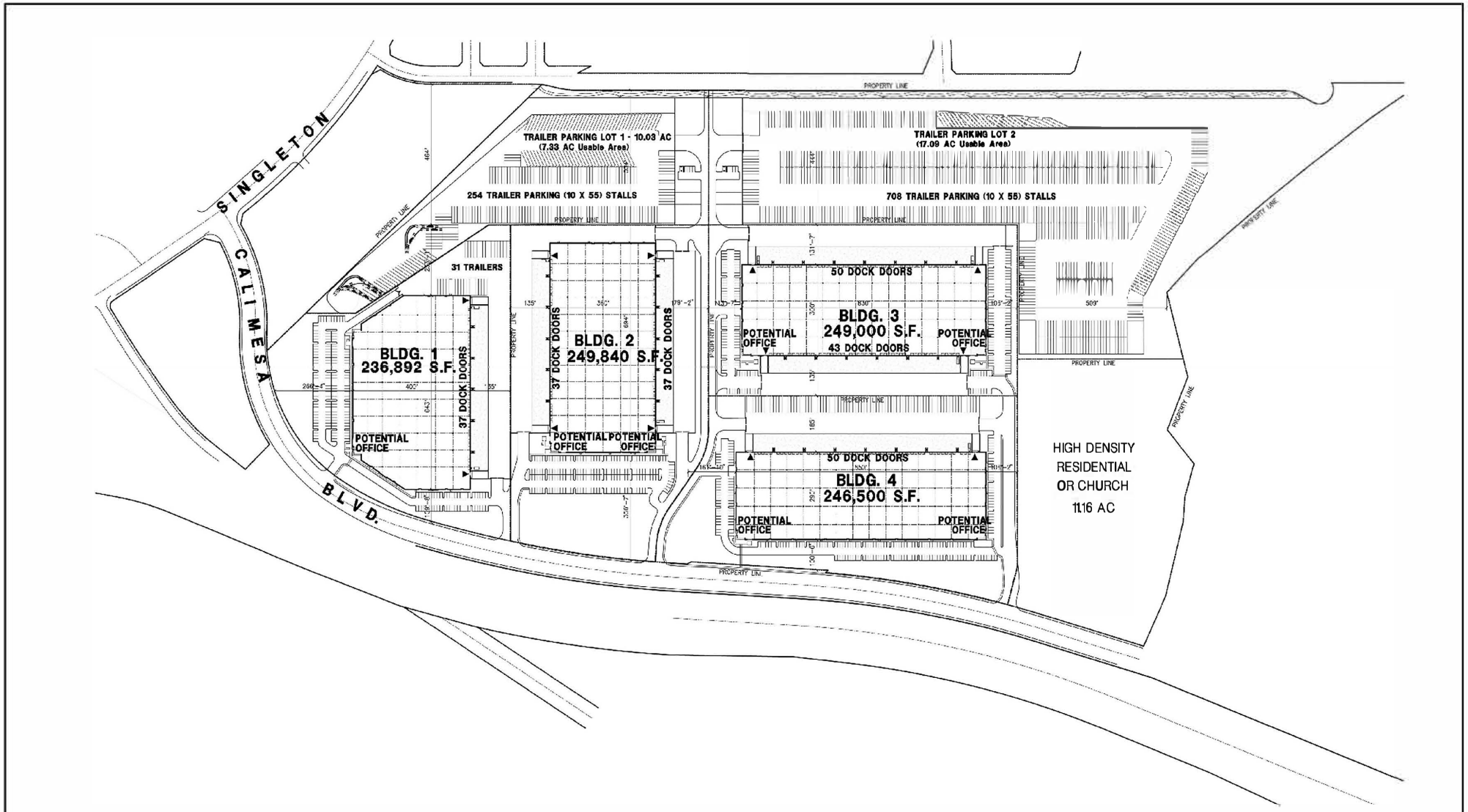
Source(s): ESRI, NearMap (2023), RCTLMA (2022)

0 125 250 500 Feet

Conceptual Land Use Plan

Oak Valley North

JN: 1149-001
Date: July 2023



Source(s): HPA (06-20-2023)

Not to Scale

Proposed Development Plans and CUPs

Oak Valley North

JN: 1149-001
Date: July 2023

Jer Harding

Subject: FW: EXTERNAL: RE: NOP and AB52/18 Letter

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Tuesday, July 25, 2023 4:58 PM
To: Tracy Zinn <tzinn@tbplanning.com>; Lindsey Mansker <l.mansker@birtcher.com>; Harrison, Tamara <Tamara.Harrison@mbakerintl.com>
Cc: Scott Mulkay <s.mulkay@birtcher.com>; Christhi Mrosla <cmrosla@tbplanning.com>; Jer Harding <jharding@tbplanning.com>
Subject: Re: EXTERNAL: RE: NOP and AB52/18 Letter

Hi all,

Please see the below response from San Manuel:

Thank you for contacting the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) regarding the above referenced project. YSMN appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on July 18th, 2023, pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe.

The area is highly culturally sensitive to the Tribe, and numerous cultural resources were recently discovered in the vicinity. The Tribe is concerned about the potential impact to Tribal cultural resources within the proposed project area. We respectfully request a consultation meeting to discuss the proposed project further.

The Tribe automatically elects to be a consulting party under CEQA, as stipulated in AB52. If you should have any questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for YSMN with respect to this project.

Document Requests:

- *Cultural report*
- *Geotechnical report (if required for the project)*
- *Project plans showing the depth of proposed disturbance*
- *Draft map with proposed zoning changes*

Thank you,

Kelly Lucia, M. URP

Planning Director

Cell **909.809.8778 (preferred)**

Office **909.795.9801 ext. 229**

Email
klucia@cityofcalimesa.net

zJuly 29, 2023

City of Calimesa, Planning Division

Attn: Lelly Lucia, Planning Director

Re: Public review of Oak Valley North Project

Although there are many issues to be addressed in the EIR, I have chosen to address a few that I feel are of the utmost concern.

Issue: Air Quality

Concern: The amount of diesel particulates and other dangerous pollutants that will result from the increase in trucking activity. This includes not only potentially thousands of daily trips, but also idling at loading docks, in the trailer parking area and on local streets. This pollution-causing traffic will be in addition to the already completed warehouse complex on Cherry Valley Rd. and two more warehouse projects within a short distance that are in various stages of planning. All this will increase the cumulative impact on the area. This Oak Valley North project will be adjacent to two senior communities, a day care center and near the homes of families with children. Studies have shown the dangers of air pollution which include cancer, asthma, osteoporosis, heart disease and the worsening of COPD. We already live in an area which is documented to be the worst for air quality in the country partly due to the inversion layer which cannot be mitigated, and this will only increase the health threats to those who have chosen to live in Calimesa.

Mitigation: No build

Issue: Noise

Concern: This will be a 24 hour operation, again affecting the seniors who will be right next to the facility. Semi trucks are extremely noisy and coming and going will be much more disruptive than the constant drone of a freeway. Sleep deprivation has been shown to be very harmful to health, and seniors often find it difficult to return to sleep when disturbed.

Mitigation: Limit all trucking activity to between 8:00 AM to 9:00 PM

Issue: Traffic

Concern: The I-10 is already inadequate for the amount of traffic it carries. Onramps are particularly dangerous when trying to merge while following a big rig which is unable to achieve anywhere near the speed of traffic. In addition, Calimesa Blvd. and the Singleton Rd. overpass are in very poor condition. The daily truck traffic will only deteriorate these roads further. When the freeway is backed up, what will stop the trucks from using Calimesa Blvd. in both directions to avoid it? The proposed warehouses south of I-10 opposite Singleton will also be using this interchange.

I would also want to know what is the predicted number of daily trips expected and how having almost 1000 trailer parking spaces will increase that number.

Mitigation: Widen Singleton bridge to two lanes in each direction, widen the entire Calimesa Blvd. between Sandalwood and Cherry Valley to two lanes in each direction, complete and upgrade to two lanes each on all ramps at Singleton Rd. prior to any occupation of warehouses. Eliminate the trailer parking spaces.

Please have all these issues addressed in the EIR.

Sincerely,

Bill and Joan Fritz
838 Hilltop Ct.
Calimesa, CA 92320
bjfritzfamily@gmail.com

From: Kelly Lucia
To: Tracy Zinn; Lindsey Mansker; Christhi Mrosla
Subject: Fwd: Scope of EIR for Oak Valley North Proposed Project
Date: Monday, August 7, 2023 7:43:35 PM

Sent from my iPhone

Begin forwarded message:

From: Brenda Collins <bsc607@gmail.com>
Date: August 7, 2023 at 6:46:01 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Scope of EIR for Oak Valley North Proposed Project

Below are some of my major concerns I would like to have addressed by the EIR:

1. Increased truck/trailer traffic and how it will affect air quality for those living near the proposed location and the entire city of Calimesa. Have other warehouses of this size and number of truck trips so close to residential areas been built elsewhere, and have there been studies regarding the health impact of those? Specifically, I am concerned with increased cases of cancer and other diseases directly related to constant exposure to the pollution emitted by the big rigs. In-depth study should be done on the health effects of long-term exposure to such pollution on people who live within 5 miles of the project location, 10 miles, 20 miles, etc.

2. How will the increased truck traffic on the freeway and Calimesa Blvd. impact the ability of emergency vehicles to access people in need of emergency assistance, including ambulance, police and fire vehicles? What is the average time someone waits for emergency assistance currently, compared to how long the wait would be with increased traffic congestion?

3. How will the noise polution from constant truck traffic to and from the warehouses impact the health and well being of those who live nearby? The proposed warehouse facility would be in extremely close proximity to homes, and noise of this level should make a huge impact on stress levels and ability to enjoy a peaceful environment. This is very different from other warehouses I have personally seen which do not have such close proximity to people's homes, and I believe that aspect should be an important area of consideration.

4. How will this project affect the property values of those who own homes in Singleton Heights, JP Ranch, Sharondale, and other nearby communities?

5. What impact will the project have on crime activity in the adjacent neighborhoods? Statistics on neighborhoods around similar projects should be researched and included in the report.

It is very important to compare this proposed project's impact with other similar projects; in other words, warehouse facilities of similar size and number of truck trips that are within a few hundred feet to a couple of miles from homes.

Thank you,
Brenda Collins

From: Campa, Gilbert@CHP <GCampa@chp.ca.gov>
Sent: Wednesday, August 2, 2023 11:42 AM
To: CHP-EIR <EIR@chp.ca.gov>; Harris, Dejuan@CHP <DHarris@chp.ca.gov>; Rusk, Steven@CHP <SRusk@chp.ca.gov>; state.clearinghouse@opr.ca.gov <state.clearinghouse@opr.ca.gov>; Kelly Lucia <klucia@cityofcalimesa.net>; tzinn@tbplanning.com <tzinn@tbplanning.com>
Cc: Pietsch, Roland@CHP <RPietsch@chp.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>
Subject: RE: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

Good afternoon,

The California Highway Patrol (CHP) San Gorgonio Pass Area recently received a "Notice of Preparation" environmental impact document for the proposed "Oak Valley North" project from the State Clearinghouse (SCH), no. 2022120265. The CHPs interest in commenting surrounds our concerns for the safe and legal operation of heavy trucks in this generally urban environment. Heavy truck traffic on local roadways and freeways will increase as materials and products are transported to and from these four warehouse locations and trailer lots.

Our concerns relate to the proposed construction of 223 multi-family residential units and four warehouse building locations able to accommodate a total of 354 commercial vehicle combinations, as well as two proposed trailer lots able to accommodate an additional 962 commercial vehicle combinations. The proposed warehouses and trailer lots can potentially accommodate a total of 1,316 commercial vehicle combinations. The proposed project is located just north of Interstate 10 and the sole exit to Singleton Road, a one-lane offramp from westbound Interstate 10. Commercial and passenger vehicle traffic backing up onto the mainline of westbound Interstate 10 from the Singleton Road offramp could have a negative impact on our operations due to the increased traffic congestion, which could necessitate the need for additional traffic control measures to mitigate the potential increase in traffic crashes within our jurisdiction.

Respectfully,

Gil Campa | Captain
Commander
California Highway Patrol - San Gorgonio Pass Area
Office: (951) 769-2000
Email: gcampa@chp.ca.gov

From: CHP-EIR <EIR@chp.ca.gov>
Sent: Tuesday, August 1, 2023 4:53 PM
To: Harris, Dejuan@CHP <DHarris@chp.ca.gov>; Rusk, Steven@CHP <SRusk@chp.ca.gov>; Campa, Gilbert@CHP <GCampa@chp.ca.gov>
Cc: Pietsch, Roland@CHP <RPietsch@chp.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>
Subject: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

Good afternoon,

Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site:

Oak Valley North (ca.gov)

Due to the project's geographical proximity, please use the attached checklist to assess its potential impact to local operations and public safety. **If impact is determined**, responses should be e-mailed directly to the Lead Agency with cc to SCH and myself. **If there is no impact**, please do not include SCH or the Lead Agency in your response.

For more information on the EIR review process, please check out: Power Point Commanders EIR Training.pptx (sharepoint.com).

Please feel free to e-mail me if you have any questions.

Thank you,

Kristen Abrahams (Lange), AGPA
Special Projects Section, Transportation Planning Unit
CHP Headquarters
601 N. 7th Street
Sacramento, CA 95811
Office: (916) 843-3370
Direct: (916) 843-3386

Christhi Mrosla

From: Tracy Zinn
Sent: Wednesday, August 9, 2023 8:52 AM
To: Christhi Mrosla
Subject: FW: Comments on inclusion in EIR

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Wednesday, August 9, 2023 8:50 AM
To: Tracy Zinn <tzinn@tbplanning.com>; Lindsey Mansker <l.mansker@birtcher.com>
Subject: Fwd: Comments on inclusion in EIR

RNOP comments

Begin forwarded message:

> **From:** Edna Lynn Ernst <eernst4@verizon.net>
> **Date:** August 9, 2023 at 8:20:26 AM PDT
> **To:** Kelly Lucia <klucia@cityofcalimesa.net>, Bill Davis <bdavis@cityofcalimesa.net>
> **Subject: Comments on inclusion in EIR**
>
> We never got answers on questions regarding how this project will impact the water for Sharondale and others getting their water from this aquifer. This aquifer feeds the 2 wells that Sharondale has and is under the ground where the Oak Valley North Project is proposed. We would like information on how close the water is to the current surface of this property. If the elevation is lowered to the elevation mentioned in the NOP, how will this effect the water quality in our wells? Will there be enough water to sustain this project and the people already using it?
> Will this project be in operation 24/7 or will there be restrictions on the hours of operation?
> There are a number of residents in Sharondale who are on oxygen full time. They do not need any additional air quality issues. There is a childcare facility near this property and the children attending this facility do not need any air quality issues either.
> The traffic on SingletonRd. is so heavy (and there are cars that when they see us on Beckwith they speedup so that we can't get out on Singleton) that it takes anywhere from 5-15 minutes to get out. Any more traffic will make it impossible to get on to Singleton.
>
> Thank you for any assistance you can get us.
>
> Edna "Lynn" Ernst
> 35530 Champagne Dr.
> Calimesa, CA 92320
> Phone: (909) 684-7074

Christhi Mrosla

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Wednesday, August 9, 2023 8:00 PM
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker
Subject: Fwd: Oak Valley North Warehouse Project

RNOP comments

Sent from my iPhone

Begin forwarded message:

> **From:** Mary Dvorak <smnkbdd@yahoo.com>
> **Date:** August 9, 2023 at 4:03:16 PM PDT
> **To:** Kelly Lucia <klucia@cityofcalimesa.net>
> **Subject: Oak Valley North Warehouse Project**
>
> I am emailing to make it known that I'm not in favor of this project. We moved to Calimesa for it's rural small town feel. Just opening up Singleton/Bryant has doubled the traffic on that street. The round about at County Line is dangerous and not as effective as the stop sign. We have seen several vehicles loose control from the speed bumps that have been left in there. Now you want to add more traffic to the mix. We believe Calimesa city council could make better decisions for what is best for the residents of Calimesa. The increased traffic, noise and air quality will make the qualify of life in this city worse. The seniors who are on oxygen will be exposed to the additional pollutants causing them more health problems. The children at the preschool will be exposed to the same additional pollutants. Seems to me our council should be condensing these warehouses in the same area that they allowed the first two to be built. That is more suitable especially since they are already upgrading that freeway on ramp to accommodate the trucks. In efforts to save tax money and the health of our residents please do not approve this project at this location.
>
> Thank you,
> Mary Dvorak
> Calimesa, CA
>
> Sent from my iPad

Christhi Mrosla

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Sunday, August 13, 2023 9:26 PM
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker; Will Kolbow
Subject: Fwd: Opposition to Oak Valley North project

Please add the below to the project record.

Begin forwarded message:

> **From:** Renee Kanoti <reneekanoti@icloud.com>
> **Date:** August 13, 2023 at 7:04:10 PM PDT
> **To:** Kelly Lucia <klucia@cityofcalimesa.net>
> **Subject: Opposition to Oak Valley North project**
>
> Hello Kelli,
> As a resident of Calimesa since December 2020, I knew Calimesa was a small rural community that would experience growth. The growth I had hoped to see were stores, restaurants, maybe a medical center, and possibly some entertainment options like a movie theater. What I never wanted to see were warehouses and semi trucks. I feel like the city is selling themselves short by giving in to developers and allowing them to build warehouses so close to residential areas. Warehouses belong in remote area along the 10 freeway without housing communities near them. While my home is up Singleton and closer to Avenue L I still know I will feel the impact of traffic congestion every time I go towards the freeway if this project is approved. Warehouses are an eyesore, they promote pollution from big rigs, create noise from big rigs, and severely impact the rural residential lifestyle and community that brought us to buy a home in Calimesa. It also affects the health and well-being of our senior communities of Sharondale and Rancho Calimesa. I'm opposing for them as well. Their quality of life should not be negatively impacted by the approval of this project. I'm disappointed by everyone who has even considered this project to be beneficial to Calimesa because it will not be. Calimesa will not be the city I retire from if this project is approved. I already lost a few neighbors from this project being considered. The city might lose more. All these homes filled with children who could become Calimesa's future will leave with their families. No one wants to live in a run down community filled with ugly warehouses.
> Renee Kanoti
> 219 Tanglewood Dr
> Calimesa CA 92320
>
> Sent from my iPhone

From: Kelly Lucia
To: Tracy Zinn; Lindsey Mansker; Christhi Mrosla
Subject: Fw: Regarding Proposed Warehouse North Project in Calimesa
Date: Sunday, August 13, 2023 10:25:44 PM
Attachments: Outlook-devdk041.png

NOP comments -

Kelly Lucia, M. URP
Planning Director

Cell **909.809.8778 (preferred)**
Office **909.795.9801 ext. 229**
Email **klucia@cityofcalimesa.net**

From: Sage Porter <randmlgl@yahoo.com>
Sent: Sunday, August 13, 2023 10:21 PM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Regarding Proposed Warehouse North Project in Calimesa

Hello, I was told I can comment here regarding the proposed Warehouse North project.

This city is getting enough warehouses on the south side of the freeway. The traffic for that alone will be awful enough without adding more onto the north side. We do not need a warehouse on every offramp in Calimesa. We moved here because we were being surrounded by warehouses. We never thought this beautiful city would want that, considering the City of Calimesa's mission as quoted from their web site: "To preserve and enhance the open space atmosphere and quality of life in Calimesa". In our experience from warehouse development in our former city, the quality of life will diminish because of the increase in semi-truck traffic, the decline in air quality, and the change in scenery from rural to industrial. All will affect residents' well-being.

Please don't sell out to more warehouses, or Calimesa will stop being a desired unique location and warehouses will be the only thing that our city is known for.

Keeping Calimesa a community is what's best, something for the seniors would be great like a Del Webb. They offer lower priced housing for active seniors with a lot of amenities that is different from anything Calimesa has now. Or a medical park with a micro-hospital that is in keeping with the aesthetics of our area, it would be a lot closer for emergencies.

Healthier places to eat or something educational or even a family attraction. Something to lift up our community's morale.

Thank you for your time.

August 14, 2023

City of Calimesa - Planning Division
Attn: Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, CA 92320
Submitted via email to klucia@cityofcalimesa.net.

Re: Oak Valley North Notice of Preparation of a Draft EIR (SCH #2022120265)

Dear Kelly Lucia,

This letter is being provided in response to the Notice of Preparation for the proposed Oak Valley North ("Project"). There is continued concern of the rapid proliferation of warehousing into areas such as Calimesa which have thus far been spared from the onslaught of these facilities. Nevertheless, as this and other projects make apparent, that reprieve is ending and warehouse development is intensifying with efforts such as the proposed Project. Many other portions of the Inland region currently suffer from the ill effects of rampant bad placement of warehouse facilities in relation to existing communities so it is of great interest to see new future problem spots not be created by developments such as the Project—just because something already exists elsewhere does **not** mean that it was or is always a good idea that needs to be replicated. We know how to avoid making mistakes of the past but that knowledge must be employed as actual action to not repeat them.

The critical issue which arises from these facilities is their air quality impact on communities. This Project proposes nearly a million square feet of warehouse space plus nearly a thousand parking spaces for truck trailers in close proximity to existing homes and to make matters worse, floats the idea that a portion of the Project could be "high density residential," putting homes directly in the midst of the proposed warehouses and ancillary facilities. While it is true that all four of the proposed warehouses are larger than the 100,000 square foot lower threshold for applicability of the SCAQMD Rule 2305 ("Warehouse Indirect Source Rule [ISR]"), no such rule exists for standalone trailer parking facilities. Thus, the EIR must analyze how the air quality impacts for all portions of the Project would be addressed and mitigated to ensure that the surrounding communities are not overburdened. This is especially important on the northern side of the Project to ensure that truck traffic to the trailer parking is kept off Beckwith Avenue and thus away from the existing homes located there.

Another concern which needs to be addressed during the EIR process is traffic safety, particularly for bicyclists and pedestrians. It is critical that the Project plan to include the

appropriate bike facilities (see Figure 1) and pedestrian accommodations as part of the Project itself as well as for any off site improvements which may be identified during the studies completed for the EIR. One way to ensure that this is accomplished is via the use of holistic measures such as multimodal level-of-service to make sure that the quest of car supremacy does not result in adverse impacts to other modes of transportation and that any adverse impacts which would be imparted upon alternative transportation users are addressed and mitigated to ensure the experience and viability of those travel modes is not degraded.

There are also concerns about the noise impacts of the Project, particularly due to the trailer parking portion. In many instances, the trailers being parked are empty and often stored open. Thus, when jostled and moved around the parking areas, the noise would be exacerbated and especially problematic at night, impacting the communities around the Project. The EIR needs to identify how the noise impacts would be mitigated with a focus on not just the standard numbers of low-level background noise, but to also address the acute noise that is created from trailer storage facilities.

Thank you for your time and consideration in this matter. It is crucial that developments such as the Project do not exacerbate the worsening situation which exists in the region of poor air quality in part due to the logistics industry. We need to ensure that the cumulative impact that this Project would cause is properly studied and analyzed, particularly to ensure that it is not going to create a situation which is known to be problematic for communities by enveloping them in pollution.

If there are any questions or concerns, please feel free to reach out for clarification.

Sincerely,
Marven E. Norman, MPA | Policy Coordinator
Center for Community Action and Environmental Justice

cc: Inland Empire Biking Alliance

Attachment A

Caltrans Contextual Guidance for Preferred Bicycle Facilities**

Place Type and Surrounding Land-Use [1]	Design Year ADT	Posted Speed 15-20	25-30	35-45	> 45
Urban Areas & Suburban Main Streets	<2,500	Standard Shoulder or Shared Lane	Standard Shoulder or Shared Lane	Class II or Class IV	Class IV
	2,500-5,000				
	5,000-10,000	Class II or Class IV	Class II or Class IV	Class IV	
	>10,000	Class IV	Class IV		
Rural Areas (Developing Corridors)		15-20	25-30	35-45	> 45
	<2,500	Standard Shoulder (may be designated as a Class III facility)[2]			
	2,500-5,000				
	5,000-10,000				
	>10,000				
		15-20	25-30	35-45	> 45
Rural Main Streets	<2,500	Standard Shoulder or Shared Lane	Class II	Class II	Class I or IV
	2,500-5,000				
	5,000-10,000	Class II			
	>10,000			Class I, II, or IV	

1 Highway Design Manual (HDM) Index 81.3

2 HDM, Tables 302.1 and 307.2

** Chart is not a replacement for engineering judgement. Intended for planning purposes, to identify minimum preferred bikeway facility under different place type, volume and speed conditions.

Figure 1: Caltrans Contextual Guidance for Preferred Bicycle Facilities.[1]

[1] 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.

Christhi Mrosla

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Monday, August 14, 2023 12:20 PM
To: Tracy Zinn; Christhi Mrosla; Will Kolbow; Lindsey Mansker
Subject: Fwd: Comments to Revised NOP Oak Valley North

Sent from my iPhone

Begin forwarded message:

> **From:** Danae N Delaney <danaendelaney@gmail.com>
> **Date:** August 14, 2023 at 12:12:33 PM PDT
> **To:** Kelly Lucia <klucia@cityofcalimesa.net>
> **Subject: Comments to Revised NOP Oak Valley North**
>
> Dear Planning Director and Planning Department,
>
> I would like to know the details of the little house on the hill at 9950 Calimesa Blvd, Calimesa, CA 92320.
>
> This home was built by Gottfried and Hans Althaus for their sister Lina in either 1938 or 1940. It sits on a hill and is iconic to Calimesa. Anyone from Calimesa, coming to Calimesa or traveling through Calimesa has used this little house on the hill as a marker. I want to know who designed and built the home and exactly when so that we can determine its historic significance to our community. It was deemed by former city councils to be a significant part of Calimesa history.
>
> The hill and the home are an iconic part of the community. The home sits on a part of the cattle ranch owned by the Singletons in the 1800's. The Althaus's farmed the land. The home is possibly 83-85 years old, definitely historic. I believe the Yucaipa Valley Historical Aociety has been researching this well known house and has information on it. I am currently requesting any building permits from the county as well.
>
> We need to find out if it was built or designed by a master craftsman, for sure. Was it built by Frank Pell? Is that significant? We need to know its historical value. We already know that it is a marker for many when traveling through Calimesa.
> ———————-
> Another important study would be to study the effects of diesel fumes with an inversion layer that is typical in the inland valley. We need to know what the inversion layer does to the particulate matter coming from diesel exhaust and how that will affect the long term communities with sensitive receptors, many, with conditions that will be exacerbated by more fumes from warehouses than the freeway already gives us, many, on fixed incomes that can't move away.
>
> The Birtcher Development Group saying that it doesn't matter because of the pollution that comes from the free way is not good. It is not okay to bring the trucks closer to residents and have them idling for hours in hot and cold weather. A current Planning Commissioner has already stated at a previous meeting that, as a a truck driver, he would not want to have to turn off his truck bc he wouldn't have air conditioning. Scott Mulkay indicated that that wouldn't be the case, not sure what he meant. I can reference the direct quote if it is necessary. How long would trucks be allowed to idle, who monitors that 365/24/7, and we need studies to know how much pollution that would put into the air and how

that would affect the residents.

I would also like emergency response times studies with the diesel truck traffic that will cumulatively impact the community with three warehouse centers in 1-2 square miles. Actually, all the impacts should be studied for cumulative impacts bc of positioning three warehouse centers in 1-2 square miles

My concerns about community property values, community health and wellness and community morale still stand. Communities with warehouses become blighted and degraded. We see this from Los Angeles to Banning. Residential areas are NOT the place for warehouses and the community morale and aesthetics should be studied for current and future home owners and apartment renters or low income assisted residents. Desert Hot Springs is keeping their warehouses away from their residential. I'm not sure what kind of a standard Desert Hot Springs is to follow, and at least they have their warehouses situated away from residential communities.

Sincerely,

Danae Delaney

Sent from my iPhone

From: Kelly Lucia
To: Tracy Zinn; Lindsey Mansker; Christhi Mrosla
Subject: Fw: Comments and items for inclusion in the EIR
Date: Monday, August 14, 2023 4:36:20 PM
Attachments: Outlook-5ay530nx.png

Kelly Lucia, M. URP
Planning Director

Cell **909.809.8778 (preferred)**
Office **909.795.9801 ext. 229**
Email **klucia@cityofcalimesa.net**

From: Debbie LeLong <debsartdesigns@gmail.com>
Sent: Monday, August 14, 2023 4:34 PM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Cc: Bill Davis <bdavis@cityofcalimesa.net>
Subject: Comments and items for inclusion in the EIR

Hi Kelly,

Below are items I would like to see addressed in the EIR.

Items to be added to the EIR & Scoping Meeting regarding Birtcher Warehouses Oak Valley North.

- **Impact on Aquifer located below the proposed project site.**
  - What is the depth of this aquifer and how will the proposed warehouses being 46 feet below the Beckwith Road level impact water quality, aquifer integrity, and water availability for this area and the wells that rely on this aquifer? Question asked at zoom meeting but not answered.
  - During the past years of drought, limits have been placed on water usage in the area, will warehouses be subject to these same restrictions?

➢ What will be the impact to this aquifer when trucks leak oil and gas that is then washed off (by rain etc.) into the ground, leaching these pollutants into the aquifer (our drinking water)?

- **Noise impact on 2 Senior Communities and a Child Care/ School.**
  ➢ Proposed truck & trailer parking. Will this include refrigeration units that must be kept cold? How will the noise from these refrigeration units impact the surrounding senior community residents and the child care/school students?

- **Air Quality and Pollution of Neighboring Sensitive Receptors.**

  ➢ Riverside, San Bernardino, and Ontario (Inland Empire) California has been battling poor air quality since before the warehouse boom in this area. In 2019, the IE was the number 1 area with the worst pollution with 52 days a year of unhealthy levels of air pollution. This EIR needs to address the overall impact on the air quality for the IE with the addition of the warehouses already built and in use and those that are built but are still empty. What will the impact be on our air quality once all of the warehouses are in use to their full capacity? Adding to that what the impact will be to our air quality once the approved warehouses are operational and the proposed new warehouses are completed and operational. It does not give a clear picture of the true impact to air quality to just study the proposed warehouses. Areas that already have a large number of operational warehouses like Redlands need to be studied to see what the true impact these warehouses are having on their air quality.

"24/7 Tempo reviewed the 30 metropolitan areas with the highest levels of air pollution using data from the Environmental Protection Agency's Air Quality Index. It takes into account the amount of carbon monoxide, nitrogen dioxide, ozone, sulfur dioxide into the air, as well as the estimated concentration of PM2.5 and PM10, which stands for particulate matter smaller than 2.5 and 10 micrometers in diameter. The 24-hour concentration of PM2.5, the most harmful type of air pollution, is considered unhealthy when it

rises above 35.4 µg/m3. These fine particles are produced by burning fuel – car engines, factories, domestic heating – or by chemical reactions that take place in the atmosphere.

There are three major reasons that air pollution is getting worse in the United States, according to experts: booming economic activity, increases in wildfires, and more relaxed enforcement of clean air regulations."

1. **Riverside-San Bernardino-Ontario, CA**
    - **Days with high PM2.5 pollution a year:** 108
    - **Days with unhealthy levels of air pollution a year:** 52
    - **High ozone days per year:** 210
    - **Population:** 4,476,222

(USA Today Article, ' California is home to 15 of the 30 places in the US with the worst air pollution' by Hristina Byrnes, 24/7 Wall Street, Dec. 9, 2019)

➢ Air Quality around 2 Sensitive Receptor Senior Communities and a Child Care/ School needs to be studied. It should go without saying, that Senior Communities where residents are already dealing with late in life health issues should not be exposed to more pollution and unhealthy air quality. Having 4 warehouses situated directly in front of one community (within 300ft.) and next to another community is bound to add to the unhealthy air quality and negatively impact their health. Proof needs to be provided as to how these warehouses and their diesel truck traffic will impact the senior community residents.

➢ The Child Care/School Impact can be huge and lifelong for children causing asthma & other respiratory diseases, allergies, cancer, and mental disorders, just to name a few. Please see article Spencer-Hwang, R., Hwang, J., Sinclair, R. *et al.* Adverse health outcomes in early childhood (birth to 5 years) and ambient air pollutant exposures: a systematic review. *Air Qual Atmos Health* **16**, 913–944 (2023). https://doi.org/10.1007/s11869-023-01308-1 These proposed warehouses are going to be right next to this school! How this can even be considered is atrocious. The EIR needs to include detailed reviews of the studies that

have been done on what this type of pollution does to our children.

- Pitzer College's, Susan Phillips, Director of the Robert Redford Conservancy for Southern California Sustainability has written numerous articles about this warehouse boom and how it is effecting Southern California.

In one article she states "As of 2021, the warehouses of the Inland Empire accounted for more than a billion square feet. There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. They cover almost 37 contiguous square miles."

What is the true impact to our Air Quality? Each city does the EIR study on their own proposed warehouse projects but the EIR needs to address the impact to the overall area and community. Warehouses can be within sight of one another and still be in different cities. **This EIR should include the overall area Air Quality Impact and not just on this particular site!**

Thank you,

Debra Le Long

9695 Rosedale Dr.

Calimesa, Ca. 92320

909-499-8027

From: Kelly Lucia
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker
Subject: Fw: Calimesa resident response to EIR- Oak Valley North Warehouse proposal
Date: Monday, August 14, 2023 7:38:56 AM
Attachments: Outlook-dqim54yr.png

Comments for the record -

Kelly Lucia, M. URP
Planning Director

Cell **909.809.8778 (preferred)**
Office **909.795.9801 ext. 229**
Email **klucia@cityofcalimesa.net**

From: Malulani Beale <cmalusmile@aol.com>
Sent: Monday, August 14, 2023 7:35 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Calimesa resident response to EIR- Oak Valley North Warehouse proposal

Dear City council of Calimesa and to whom it may concern,

I am extremely concerned about the pollution this Oak Valley North Warehouse project will bring to the residents of Calimesa. Pollution in all forms, noise, water contamination, quality of air we breathe, light and traffic congestion. Please do not pollute our environment and lessen our quality of life exposing our residents to toxic diesel fumes and outrageous amounts of noise. I hope that thorough and accurate studies are done on the amount of air and noise pollution these warehouses and diesel trucks will bring to our quaint and natural city. These studies need to be real human studies and not studies based on "models". These warehouse developers/owners claim that diesel trucks will not idle for long periods of time and that is simply untrue. No one will be timing and monitoring the length of time the diesel trucks are idling near our neighborhoods causing asthma, other respiratory illnesses and cancer for those nearby. This is the reason so many citizens through out cities in California are against these warehouses and diesel trucks near residential neighborhoods! Be a city that cares about its residents!

Sincerely,
Malulani K. Beale-Short

Christhi Mrosla

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Monday, August 14, 2023 10:05 AM
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker
Subject: Fwd: Additional question regarding EIR - Oak Valley

Sent from my iPhone

Begin forwarded message:

> **From:** Malulani Beale <cmalusmile@aol.com>
> **Date:** August 14, 2023 at 9:49:50 AM PDT
> **To:** Kelly Lucia <klucia@cityofcalimesa.net>
> **Subject: Additional question regarding EIR - Oak Valley**
>
> To whom it may concern,
> For the Oak Valley EIR please study the air pollution based on human studies (not model studies) and at different times of day. The heat will cause the pollutants in the air to heat up and push toxins further into our communities.
> Thank you.
>
> Sincerely,
> Malulani K. Beale-Short

Christhi Mrosla

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Monday, August 14, 2023 3:02 PM
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker; Will Kolbow
Subject: Fwd: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

Sent from my iPhone

Begin forwarded message:

> **From:** "Olsen, Christopher" <colsen@riversidesheriff.org>
> **Date:** August 14, 2023 at 2:52:10 PM PDT
> **To:** Kelly Lucia <klucia@cityofcalimesa.net>
> **Subject: Fwd: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023**

> Begin forwarded message:
>
> > **From:** "Greenwalt, David" <dgreenwa@riversidesheriff.org>
> > **Date:** August 14, 2023 at 2:49:13 PM PDT
> > **To:** "Olsen, Christopher" <colsen@riversidesheriff.org>
> > **Subject: RE: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023**
> >
> > Lt.,
> >
> > I reviewed the Notice of Preparation for Oak Valley North. The traffic concern provided by Captain Campa of CHP would spill over onto the surface streets of Calimesa. The traffic enforcement would require additional training and resource for traffic enforcement, possibly requiring a dedicated commercial enforcement position. This commercial traffic might move through the city and depending on traffic on I-10 might cause significant traffic congestion. Additionally, there would be increased needs for patrol response, particularly alarms, but also including burglary and theft investigations.
> >
> > David
>
> ---
>
> **From:** Olsen, Christopher <colsen@riversidesheriff.org>
> **Sent:** Tuesday, August 8, 2023 11:50 AM
> **To:** Greenwalt, David <dgreenwa@riversidesheriff.org>
> **Subject:** FW: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Wednesday, August 2, 2023 12:55 PM
To: Will Kolbow <wkolbow@cityofcalimesa.net>; Petersen, Evan <epeterse@riversidesheriff.org>; Olsen, Christopher <colsen@riversidesheriff.org>
Subject: Fw: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

FYI - Please see the below RNOP comments received from CHP regarding the Oak Valley North project.

Thank you,

Kelly Lucia, M. URP

Planning Director

Cell **909.809.8778 (preferred)**

Office **909.795.9801 ext. 229**

Email
klucia@cityofcalimesa.net

From: Campa, Gilbert@CHP <GCampa@chp.ca.gov>
Sent: Wednesday, August 2, 2023 11:42 AM
To: CHP-EIR <EIR@chp.ca.gov>; Harris, Dejuan@CHP <DHarris@chp.ca.gov>; Rusk, Steven@CHP <SRusk@chp.ca.gov>; state.clearinghouse@opr.ca.gov <state.clearinghouse@opr.ca.gov>; Kelly Lucia <klucia@cityofcalimesa.net>; tzinn@tbplanning.com <tzinn@tbplanning.com>
Cc: Pietsch, Roland@CHP <RPietsch@chp.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>
Subject: RE: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

Good afternoon,

The California Highway Patrol (CHP) San Gorgonio Pass Area recently received a “Notice of Preparation” environmental impact document for the proposed “Oak Valley North” project from the State Clearinghouse (SCH), no. 2022120265. The CHPs interest in commenting surrounds our concerns for the safe and legal operation of heavy trucks in this generally urban environment. Heavy truck traffic on local roadways and freeways will increase as materials and products are transported to and from these four warehouse locations and trailer lots.

Our concerns relate to the proposed construction of 223 multi-family residential units and four warehouse building locations able to accommodate a total of 354 commercial vehicle combinations, as well as two proposed trailer lots able to accommodate an additional 962 commercial vehicle combinations. The proposed warehouses and trailer lots can potentially accommodate a total of 1,316 commercial vehicle combinations. The proposed project is located just north of Interstate 10 and the sole exit to Singleton Road, a one-lane offramp from westbound Interstate 10. Commercial and passenger vehicle traffic backing up onto the mainline of westbound Interstate 10 from the Singleton Road offramp could have a negative impact on our operations due to the increased traffic congestion, which could necessitate the need for additional traffic control measures to mitigate the potential increase in traffic crashes within our jurisdiction.

Respectfully,

Gil Campa | Captain
Commander
California Highway Patrol - San Gorgonio Pass Area
Office: (951) 769-2000
Email: gcampa@chp.ca.gov

From: CHP-EIR <EIR@chp.ca.gov>
Sent: Tuesday, August 1, 2023 4:53 PM
To: Harris, Dejuan@CHP <DHarris@chp.ca.gov>; Rusk, Steven@CHP <SRusk@chp.ca.gov>; Campa, Gilbert@CHP <GCampa@chp.ca.gov>
Cc: Pietsch, Roland@CHP <RPietsch@chp.ca.gov>; Abrahams, Kristen@CHP <Kristen.Abrahams@chp.ca.gov>
Subject: Environmental Document Review – SCH # 2022120265 – Due to Lead Agency by 8/14/2023

Good afternoon,

Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) outlined in the following Web site:

Oak Valley North (ca.gov)

Due to the project's geographical proximity, please use the attached checklist to assess its potential impact to local operations and public safety. **If impact is determined**, responses should be e-mailed directly to the Lead Agency with cc to SCH and myself. **If there is no impact**, please do not include SCH or the Lead Agency in your response.

For more information on the EIR review process, please check out: Power Point Commanders EIR Training.pptx (sharepoint.com).

Please feel free to e-mail me if you have any questions.

Thank you,

Kristen Abrahams (Lange), AGPA
Special Projects Section, Transportation Planning Unit
CHP Headquarters
601 N. 7th Street
Sacramento, CA 95811
Office: (916) 843-3370
Direct: (916) 843-3386

August 17, 2023

Kelly Lucia
Planning Director
Community Development
County of Calimesa
908 Park Avenue
Calimesa, California 92320
klucia@cityofcalimesa.net

Dear Kelly Lucia:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Oak Valley North Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2022120265. The Project proposes to establish a Specific Plan for the property and apply two land use designations: Business Park (BP) and Residential High (RH) on an approximately 110.2-acre project site. Specific Plan area would be divided into two planning areas for planning purposes. Planning Area 1 would be 95.5 acres and accommodate up to 982,232 square feet of BP building space. Planning Area 2 would be 11.2 acres and allow up to 223 residential units at a density of up to 20 dwelling units per acre. It is also anticipated that a conditionally-permitted use in the Specific Plan's residential zone would allow for a 1,200-seat church facility within the Project site. The Project site is located within the City of Calimesa (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

Industrial development, such as the Project, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel particulate matter, and contribute to regional air pollution and global climate change.[1] The Project will expose nearby communities and future residences of the 223 high density residential units, proposed under the Project, to elevated levels of air pollution. Existing residences are located north and south of the Project with the closest residence located within 50 feet from the Project's southern boundary. In addition to residences, the Early Learning Academy, Monty's Montessori Academy, and Summerwind Trails Middle School are all located with a half mile from the Project. Due to the Project's proximity to existing residences and schools and future residences of the proposed 223 high density residential units, CARB is concerned with the potential health impacts associated with the construction and operation of the Project.

[1] With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2017, makes clear that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.

The DEIR Should Quantify and Discuss the Potential Cancer Risks from Project Operation

Since the Project is near existing residences and schools, and the future residential development proposed within the Project site, CARB urges the City to prepare a health risk assessment (HRA) for the Project. The HRA should account for all potential operational health risks from Project-related diesel particulate matter (diesel PM) emission sources, including, but not limited to, back-up generators, on-site diesel-powered equipment, and heavy-duty trucks. The HRA should also determine if the operation of the Project in conjunction with past, present, and reasonably foreseeable future projects or activities would result in a cumulative cancer risk impact on nearby residences. To reduce diesel PM exposure and associated cancer risks, CARB urges the City to include all the air pollution reduction measures listed in Attachment A.

Since the Project description provided in the NOP does not explicitly state that the proposed industrial land uses would not be used for cold storage, there is a possibility that trucks and trailers visiting the Project-site would be equipped with TRUs.[2] TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within the Project-site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be operating, would be exposed to diesel exhaust emissions that would result in a significant cancer risk impact to the nearby community. If the Project would be used for cold storage, CARB urges the City to model air pollutant emissions from on-site TRUs in the DEIR, as well as include potential cancer risks from on-site TRUs in the Project's HRA. If the Project will not be used for cold storage, CARB urges the City to include one of the following design measures in the DEIR:

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating TRUs within the Project-site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

The HRA prepared in support of the Project should be based on the latest Office of Environmental Health Hazard Assessment's (OEHHA) guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments[3]), and CARB's Hot Spots Analysis and Reporting Program (HARP2 model). The Project's mobile PM emissions used to estimate the Project's cancer risk impacts should be based on CARB's latest 2021

[2] TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.
[3] Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: *https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf*.

Emission Factors model (EMFAC2021). Mobile emission factors can be easily obtained by running the EMFAC2021 Web Database: *https://arb.ca.gov/emfac/.*

The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project), and future year with the Project. The health risks modeled under both the existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and planners will have a complete understanding of the potential health impacts that would result from the Project.

The DEIR Should Quantify and Discuss the Potential Cancer Risks from Project Construction

In addition to the health risks associated with operational diesel PM emissions, health risks associated with construction diesel PM emissions should also be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel PM emissions from the use of both on-road and off-road diesel equipment. The OEHHA guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project-site during construction.

The HRA should account for all diesel PM emission sources related to Project construction, including, but not limited to, off-road mobile equipment, diesel generators, and on-road heavy-duty trucks. As previously stated in Section I of this letter, the cancer risks evaluated in the construction HRA should be based on the latest OEHHA guidance, and CARB's HARP2 model. The cancer risks reported in the HRA should be calculated using the latest emission factors obtained from CARB's latest EMFAC (currently EMFAC 2021) and off-road models.

Conclusion

CARB is concerned about the City's plan to construct 223 high density residential units adjacent to the proposed 982,232 square feet of BP building space. These future residences will undoubtedly be expose to high air pollutant emissions during the Project's construction and operation. To reduce the exposure of existing residents and schools, and the proposed future residential development to toxic diesel PM emissions, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and NO_x emissions, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the applicable measures listed in Attachment A of this letter.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts.

CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at *stanley.armstrong@arb.ca.gov*.

Sincerely,

Matthew O'Donnell, Branch Chief, Risk Reduction Branch

Attachment

cc: State Clearinghouse
state.clearinghouse@opr.ca.gov

Yassi Kavezade, Organizer, Sierra Club
yassi.kavezade@sierraclub.org

Sam Wang, Program Supervisor, CEQA Intergovernmental Review, South Coast Air Quality Management District
swang1@aqmd.gov

Morgan Capilla, NEPA Reviewer, U.S. Environmental Protection Agency, Air Division, Region 9
capilla.morgan@epa.gov

Taylor Thomas, Research and Policy Analyst, East Yard Communities for Environmental Justice
tbthomas@eycej.org

Stanley Armstrong, Air Pollution Specialist, Risk Reduction Branch

Attachment A
Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

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 on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site 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 place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved are equal to 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) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site during the grading and building construction phases be model

year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NO_x) standard starting in the year 2022.[1]

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

Recommended Operation Measures

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.[2]
3. Include contractual language in tenant lease agreements that requires all TRUs entering the project-site be plug-in capable.
4. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
5. 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 project site to be zero-emission. This equipment is widely available and can be purchased using incentive funding from CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE).[3]
6. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be zero-emission vehicles, and be fully zero-emission. A list of commercially available zero-emission trucks can be obtained

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[1] In 2013, CARB adopted optional low-NOx emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NOx emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model-year 2010 and later. CARB's optional low-NOx emission standard is available at: *https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards*

[2] CARB's technology assessment for transport refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: *https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf*

[3] Clean Off-Road Equipment Voucher Incentive Project. Accessible at: *https://californiacore.org/how-to-participate/*

from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).[4] Additional incentive funds can be obtained from the Carl Moyer Program and Voucher Incentive Program.[5]

7. Include contractual language in tenant lease agreements that requires the tenant to be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,[6] Advanced Clean Trucks Regulation,[7] Periodic Smoke Inspection Program (PSIP),[8] and the Statewide Truck and Bus Regulation.[9]
8. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than two minutes while on site.
9. 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.
10. Include contractual language in tenant lease agreements, requiring the installing of vegetative walls[10] or other effective barriers that separate loading docks and people living or working nearby.
11. Include contractual language in tenant lease agreements, requiring all emergency generators to be powered by a non-diesel fuel.
12. The project should be constructed to meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric

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[4] Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: *https://californiahvip.org/*

[5] Carl Moyer Program and Voucher Incentive Program. *https://ww2.arb.ca.gov/carl-moyer-program-apply*

[6] In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: *https://ww2.arb.ca.gov/our-work/programs/ttghg*

[7] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks*

[8] The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: *https://www.arb.ca.gov/enf/hdvip/hdvip.htm*

[9] The regulation requires that 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. CARB's Statewide Truck and Bus Regulation is available at: *https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm*

[10] Effectiveness of Sound Wall-Vegetation Combination Barriers as Near-Roadway Pollutant Mitigation Strategies (2017) is available at: *https://ww2.arb.ca.gov/sites/default/files/classic//research/apr/past/13-306.pdf*

vehicle charging, and bicycle parking, and achieve a certification of compliance with LEED green building standards.

08/25/2023

VIA EMAIL ONLY

Kelly Lucia, M. URP, Planning Director
City of Calimesa – Planning Division
908 Park Avenue Calimesa, CA 92320
klucia@cityofcalimesa.net

RE: NOP Comments for Oak Valley North Project

Dear Ms. Lucia,

The comments are submitted on behalf of Californians Allied for a Responsible Economy ("CARE CA") regarding the Notice of Preparation ("NOP") of a Draft Environmental Impact Report ("DEIR") for the Oak Valley North Project ("the Project"). CARE CA understands that the proposed Project consists of a business park with 982,232 square feet of building space across four buildings, high-density residential and/or church land uses on approximately 11.2 acres, and approximately 3.4 acres of public roadway.

The goal of an EIR is to provide decisionmakers and the public with detailed information about the effects of a proposed project on the environment, how significant impacts will be minimized and alternatives to the project (Pub. Res. Code § 21002.2). We, therefore, respectfully request a complete analysis of all identified impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives. In addition, we wish to provide the following comments:

i) The DEIR should provide details of any and all proposed future industrial/warehouse uses in the business park, clearly articulated and quantified. If planned operations are unknown, the DEIR must consider all reasonably foreseeable uses including higher intensity uses such as cold storage and subsequent potential use of transportation refrigeration units (TRUs) during project operations. Ideally, the DEIR should study a combination of the five primary logistics-type uses at the site, including providing justification and square footage assumed for each use analyzed to ensure that the unique impacts of each use (i.e., both truck and vehicular trips, air quality, GHG emissions, public health risk and other environmental effects) are comprehensively evaluated.

ii) The DEIR must fully disclose and analyze the Project's potential impacts to air quality and adopt best practices to mitigate them. Ideally, the air quality analysis should be based on actual

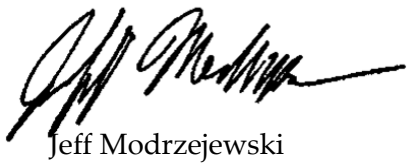
emissions data rather than computer generated estimates. At the applicant's expense, the study should use data from air quality monitors located at existing warehouses of similar scope and environmental setting (including nearby sensitive receptors) as the project. In addition, the analysis must include a mobile source Health Risk Assessment that comprises both construction and operational diesel PM emissions and cancer risk assessment, and accounts for other emission sources such as backup generators, and forklifts. In addition, estimates of the significance of air quality impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health.

iii) For the Project's GHG emissions analysis, the DEIR can use robust thresholds such as Earthjustice group's net zero emission model. Using such a model will enable the City to require effective measures that reduce GHGs or even achieve net zero emissions. In addition, the DEIR must include a detailed discussion on the Applicant's plan to offset the Project's GHG emissions. Any measures to address climate change threats must be considered. After all, it should be all about the letter and spirit of the law!

iv) Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction be zero emission, near-zero emissions or alternative-fueled vehicle would both reduce and/or eliminate air pollution impacts and CO2 emissions. The DEIR should also include measures such as limiting vehicle idling to under 3 minutes to limit air pollution.

CARE CA appreciates your consideration of the comments provided in this letter. We urge the City to take this opportunity to protect the environment and the community to the maximum extent feasible. We look forward to reviewing and commenting on subsequent environmental review documents when these documents are released for public review.

Sincerely,



Jeff Modrzejewski
Executive Director

8-25-23

OPPOSITION TO REVISED
NOTICE OF PREPARATION OF THE
OAK VALLEY NORTH PROJECT

CALIMESA PLANNING DEPARTMENT
908 PARK AVENUE
CALIMESA, CA. 92320

JAMES WRIGHT
10320 CALIMESA BLVD #4
CALIMESA, CA. 92320

ATTN: KELLY LUCIA

RE: SIGNIFICANT PROJECT IMPACTS

DEAR KELLY,

THIS RESPONSE IS IN CONJUNCTION WITH MY PREVIOUS OBJECTION TO OAK VALLEY NORTH PROJECT DATED: 1-6-23.

THIS RESPONSE IS THE VALID OPPOSITION TO THE IRREVERSIBLE SIGNIFICANT ENVIRONMENTAL CHANGES AND PROJECT-SPECIFIC SIGNIFICANT EFFECTS AND IMPACTS DIRECTLY ASSOCIATED WITH THE OAK VALLEY NORTH PROJECT AND ITS DETRIMENTAL AND LIFE ALTERING LONG TERM RISKS AND FORSEEABLE DAMAGES TO THE CITY AND THE COMMUNITIES OF RANCHO CALIMESA AND SHARONDALE MOBILE HOME PARKS.

THE PROJECT INHERENTLY RISKS THE HEALTH AND SAFETY AND LIVES OF RESIDENTS, SOME WHO ARE VERY SERIOUSLY ILL AND COULD DIE FROM EXPOSURE TO PROJECT IMPACTS. THEY ARE SENSITIVE RECEPTORS AND INCLUDED AIR QUALITY DOCUMENTATION SHOWS THIS.

THESE RESIDENTS HAVE THE EXPECTATION THAT THE CITY COUNCIL IS OBLIGATED TO RECOGNIZE THEIR RIGHT TO EXIST AND BE PROTECTED FROM THREATS AND DANGER FROM THE OAK VALLEY NORTH PROJECTS IMPACTS ADDRESSED IN THE REVISED DRAFT ENVIRONMENTAL IMPACT REPORT ESPECIALLY THOSE THAT CANNOT BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE.

THESE RESIDENTS, PROTECTED BY CONSTITUTIONAL CIVIL RIGHTS AGAINST HARM AND AGE, DISABILITY AND VIEW POINT DISCRIMINATION ARE PROTECTED FROM ANYONE WHO KNOWINGLY DISREGARDS THE CONSEQUENCE FROM THE ACT, AND INDIFFERENCE TO THE RIGHTS OF OTHERS, LIKE INTENTIONAL WRONG DOING WHICH IS AGAINST LAW.

THE PROPOSED PROJECT WITH A 24 HOUR 7 DAYS A WEEK OPERATION, WILL BENEFIT THE WAREHOUSE OWNERS DEVELOPERS AND OPERATORS MAKING MONEY AT THE EXPENSE OF OUR SENIOR CITIZENS OUR FAMILY MEMBERS YOUNG AND OLD WOULD BE STUCK FOR THE REST OF THEIR RETIREMENT LIVES BECAUSE DEVELOPERS LIKE BIRTCHER DEVELOPMENT THINK IT IS OK TO PUT IN 4 WAREHOUSES AND 35 ACRES OF TRAILER PARKING LOTS IN BETWEEN TWO SENIOR RETIREMENT COMMUNITIES FILLED WITH SENSITIVE RECEPTORS.

WITH 4 OTHER WAREHOUSES APPROVED BY CALIMESA CITY COUNCIL, ARE BEING DEVELOPED RIGHT NOW IT WANT TO MONOPOLIZE CALIMESA ON BOTH SIDES OF THE 10 FREEWAY, BUT RESIDENTS ON OUR SIDE OF THE 10 FREEWAY WANT THE PROJECT LAND TO BE GREEN AND IN ITS PLACE WANT OPEN SPACE AND TRAILS AND PARKS AND RECREATION INCLUDED IN THIS RESPONSE, THE RESIDENTS ARE AGAINST THIS PROJECT AND WANT TO TRUST THE CITY COUNCIL BUT DONT RIGHT NOW.

IN JUNE 2023 SCOTT MULKAY A BIRTCHER DEVELOPMENT REPRESENTATIVE GAVE PRESENTATIONS AT BOTH SHARONDALE AND RANCHO CALIMESA CLUB HOUSES. HE DID NOT DISCLOSE THAT LESS THAN ONE MONTH LATER BIRTCHER MADE MAJOR CHANGES IN A SECOND NOTICE OF PREPARATION OF WHAT SEEMS LIKE A BAIT AND SWITCH TACTIC.

WHY COULDNT HE BE HONEST? NOW RESIDENTS DONT TRUST BIRTCHER. I ASKED SCOTT MUKAY ONE IMPORTANT QUESTON: I ASKED HIM IF DURING WAREHOUSE OPERATIONS, A LIABILITY OCCURS, WOULD BIRTCHER DEVELOPMENT EXCEPT RESPONSIBILITY AND BE ACCOUNTABLE? HE SAID THEY WOULD NOT (NO).

IT SEEMS BIRTCHER DEVELOPMENT MISREPRESENTS MATERIAL FACTS WHEN PRESENTING TO OUR COMMUNITY AND DOESNT CARE AND THERE IS NO EXCUSE FOR TELEGRAPHING THE COMPANIES VALUES IN SUCH A COLD HEARTED MANNER. NO ONE FROM BIRTCHER AS OF YET HAS PUT ON THE RECORD ANY OFFICIAL APOLOGY OR RETRACTION.

THIS PROJECT WILL RESULT IN THE DIVISION OF EXISTING COMMUNITIES RANCHO CALIMESA AND SHARONDALE AND WILL RESULT IN SUBSTANTIAL LAND USE COMPATIBILITY ISSUES.

TRANSPORTATION
EVERYONE KNOWS THE TRAFFIC INFRASTRUCTURE WILL NOT HANDLE THE PROJECT TRAFFIC. RIGHT NOW THERE IS GRIDLOCK AND BUMPER TO BUMPER TRAFFIC BACKED UP INTO REDLANDS. THIS STARTS AT ABOUT 3 PM COMING INTO CALIMESA.

AND WITH FUTURE TRAFFIC FROM SHOPOFFS WAREHOUSE WILL CREATE INCREASED TRAFFIC VOLUME AND ADD TO THAT GRIDLOCK AND CONGESTION.

WITH THE 4 BIRTCHER WAREHOUSE DEVELOPMENTS BECOMING OPERATIONAL AT SINGLETON RD WILL FURTHER EXACERBATE ALL THE NEGATIVE ASPECTS THAT OVERLAP IN THIS SITUATION LIKE FREEWAY GRIDLOCK, AND OVERLOADED ON-OFF RAMPS, STAGNATED TRAFFIC, ACCIDENTS, AND EMERGENCY ACCESS AND EXPOSURE TO TOXIC AIR CONTAMINANTS.

AND THIS IS A PREVIEW TO THE FUTURE OF EXSITING IMPACTS AND THREATS FROM THE OTHER WAREHOUSES SO THIS PROJECT IS A DETRIMENT TO OUR COMMUNITY, AND IF BIRTCHER DEVELOPMENT REALLY CARES THEY SHOULD PULL THEIR APPLICATION WITH CITY AND MAYBE DONATE SAID PROJECT LAND TO THE CITY FOR OPEN SPACE AND TRAILS AND PARKS AND RECREATION TO PROVIDE A GREEN SPACE FOR CALIMESA FAMILIES.

THIS PROJECT WILL RESULT IN GREENHOUSE GAS EMISSIONS THAT WILL CONTRIBUTE TO SIGNIFICANT IMPACTS ON THE ENVIRONMENT AND WOULD RESULT IN A CUMULATIVELY NET INCREASE OF OZONE AND PARTICULATES.

WATER QUALITY
IMPLEMENTATION OF THIS PROJECT COULD BY POLLUTION IMPACT GROUND WATER QUALITY DUE TO PROJECT OPERATIONS FROM DIESEL TRUCKS POLLUTION RESULTING IN A DEGRATION OF WATER QUALITY IMPACT RISK TO HUMAN HEALTH. PROPOSED PROJECT SITE SITS RIGHT OVER A WATER TABLE THAT COULD BE COMPROMISED BY PROJECT OPERATIONS NEEDING PRESENT AND FUTURE ENVIRONMENTAL PROTECTION.

BIOLOGICAL RESOURSES
THIS PROJECT COULD RESULT IN ADVERSE EFFECTS, EITHER DIRECTLY OR INDIRECTLY ON SPECIAL-STATUS PLANT AND ANIMAL SPECIES AND ARE POTENTIALY SIGNIFICANTLY IMPACTED.

BECAUSE OF THESE THREATS AND INHERENT DANGERS TO HUMAN BEINGS, PLANTS AND ANIMALS TO THE AIR, WATER AND GROUND ENVIRONMENTS MUST BE PROTECTED AND PRESERVED FOR THE FUTURE.

WITH THIS IN MIND THE CITY COUNCIL MUST CHOOSE TO PROTECT THE COMMUNITIES OF RANCHO CALIMESA AND SHARONDALE, J P RANCH, SINGLETON HEIGHTS, AND PLANTATION ON THE LAKE BECAUSE IT IS THE MORALLY RIGHT THING TO DO.

CORDIALLY,

JAMES WRIGHT

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 1993).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Calimesa (SCAQMD 1993).

AIR POLLUTANTS OF CONCERN

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), sulfur dioxide (SO_2), most particulate matter (PM_{10} and $PM_{2.5}$), lead, and fugitive dust are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants. Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects.

Other pollutants, such as carbon dioxide, a natural byproduct of animal respiration that is also produced in the combustion process, have been linked to such phenomena as climate change. While there are no adopted thresholds for their release, Assembly Bill (AB) 32 requires the state to reduce emissions to 1990 levels by 2020, which is discussed further in Section 3.7, Climate Change and Greenhouse Gases. These pollutants do not jeopardize the attainment status of the SoCAB.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation.

Reactive Organic Gases (ROG) are compounds comprising primarily atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of ROG include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROG, but rather by reactions of ROG to form secondary pollutants such as ozone.

Nitrogen Oxides (NO_x) serve as integral participants in the process of photochemical smog production. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen. NO_x acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens.

Nitrogen Dioxide (NO_2) is a byproduct of fuel combustion. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children has also been observed at concentrations below 0.3 parts per million (ppm). NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10} (particulates having an aerodynamic diameter of 10 microns—or 0.0004 inch—or less in diameter) and ozone.

Sulfur Dioxide (SO_2) belongs to the family of sulfur oxide gases (SO_x). SO_2 is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. Fuel combustion is the primary source of SO_2. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. A primary source of SO_2 emissions is high sulfur content coal. Gasoline and natural gas have very low sulfur content and hence do not release significant quantities of SO_2. SO_2 is a precursor to sulfate (SO_4), which is a component of particulate matter. In addition SO_2 and NO_2 can react with other substances in the air to form acids, which fall to the earth as rain, fog, snow, or dry particles.

Particulate Matter (PM) is a mixture of pollutants in liquid and solid forms. Particulate matter may be classified as primary or secondary. Primary particulates are emitted directly by emission sources, whereas secondary particulates are formed through atmospheric reaction of gases. Particulates are usually classified according to size. The particle diameter can vary from approximately 0.005 micron to 100 microns. Particulate matter less than 10 microns in diameter is referred to as PM_{10} (coarse particulates) and less than 2.5 microns is referred to as $PM_{2.5}$ (fine particulates).

Studies have found a statistical association between adverse health effects and PM_{10}. The US Environmental Protection Agency (EPA) has estimated that airborne particles cause over 15,000 premature deaths in the United States per year. Recent studies using $PM_{2.5}$ data have shown an even stronger association between health effects and particles in this size range. Evidence that smaller particles are more harmful is further supported by advanced research (World Bank 2003). Size determines how and where different particles are deposited in the respiratory tract. Ultrafine particles behave similar to gases and travel to lower regions of the lungs, whereas larger particles are deposited in the upper or middle region of the respiratory tract. Particles larger than 10 microns in diameter are deposited almost exclusively in the nose and throat. Combustion processes contribute the majority of fine particulate matter whereas non-combustion processes

contribute the majority of the larger PM fraction (Word Bank 2003). Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems.

Ozone (O_3), or smog, is one of a number of substances called photochemical oxidants that are formed when ROG and NO_x (both byproducts of the internal combustion engine) react with sunlight. O_3 is present in relatively high concentrations in the SoCAB, and the damaging effects of photochemical smog are generally related to the concentrations of O_3. O_3 poses a health threat, especially to those who already suffer from respiratory diseases. Additionally, O_3 has been tied to crop damage, typically in the form of stunted growth and premature death. O_3 can also act as a corrosive, resulting in property damage such as the degradation of rubber products.

AMBIENT AIR QUALITY

Ambient air quality in Calimesa can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections in the vicinity of Calimesa are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SoCAB that maintains air quality monitoring stations that process ambient air quality measurements.

The Banning Airport air quality monitoring station is the closest station to Calimesa at approximately 12 miles to the east. This station monitors ambient concentrations of ozone, PM_{10}, and $PM_{2.5}$. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations within Calimesa.

Table 3.3-1 summarizes the published data since 2009 from the Banning Airport air quality monitoring station for each year that the monitoring data is provided. When the published data from the Banning Airport monitoring station is insufficient, data measured at the Riverside–Rubidoux monitoring station, approximately 20 miles to the west of Calimesa, is used.

TABLE 3.3-1
SUMMARY OF AMBIENT AIR QUALITY DATA

Pollutant Standards	2009	2010	2011
Banning Airport Monitoring Station			
Ozone			
Max 1-hour concentration (ppm)	0.133	0.124	0.127
Max 8-hour concentration (ppm) (state/federal)	0.105/0.104	0.108/0.107	0.112/0.111
Number of days above state 1-hr standard	55	31	35
Number of days above state/federal 8-hour standard	91/70	77/60	59/41
Respirable Particulate Matter (PM_{10})			
Max 24-hour concentration (µg/m3) (state/federal)	91/99	51/55	47/51
Number of days above state/federal standard	6.5/0	6.5/0	0/0
Fine Particulate Matter ($PM_{2.5}$)			
Max 24-hour concentration (µg/m3) (state/federal)	49.7/62.0*	50.6/46.5*	46.7/60.8*

Pollutant Standards	2009	2010	2011
Number of days above state/federal standard	–/15.1*	–/6.3*	–/7.1*

Source: CARB 2012a
*Notes: *Data measured at Riverside–Rubidoux air quality monitoring station located approximately 20 miles east of Calimesa*
µg/m3 = micrograms per cubic meter; ppm = parts per million
– No data currently available to determine the value

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

To date, CARB has designated nearly 200 compounds as toxic air contaminants. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, one of the most important in Southern California being particulate matter from diesel-fueled engines. In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a toxic air contaminant. Previously, the individual chemical compounds in diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2008, the SCAQMD updated the study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk (SCAQMD 2008a).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure

periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation.

3.3.2 REGULATORY FRAMEWORK

FEDERAL

Subsequent development allowed with implementation of the proposed project has the ability to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, future development activities under the proposed project entitlements fall under the ambient air quality standards promulgated on the local, state, and federal levels. The federal Clean Air Act of 1971 and Clean Air Act Amendments (1977) established the national ambient air quality standards (NAAQS), which are promulgated by the EPA. The State of California has also adopted its own California ambient air quality standards (CAAQS), which are promulgated by CARB. The proposed project would occur in the SoCAB, which is under the air quality regulatory jurisdiction of the SCAQMD and is subject to the rules and regulations adopted by the SCAQMD to achieve attainment with the NAAQS and CAAQS. Federal, state, regional, and local laws, regulations, plans, and guidelines are summarized below.

AMBIENT AIR QUALITY STANDARDS

The Clean Air Act of 1971 established NAAQS, with states retaining the option to adopt more stringent standards or to include other pollution species. These standards are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both the State of California and the federal government have established health-based ambient air quality standards for six air pollutants. As shown in **Table 3.3-2**, these pollutants include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, PM_{10}, $PM_{2.5}$, and lead. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

TABLE 3.3-2
AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	National Standards
Ozone	8 Hour	0.070 ppm (137µg/m³)	0.075 ppm
	1 Hour	0.09 ppm (180 µg/m³)	–
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)
	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m³)	100 ppb
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	53 ppb (100 µg/m³)

Pollutant	Averaging Time	California Standards	National Standards
Sulfur Dioxide	24 Hour	0.04 ppm (105 µg/m³)	N/A
	3 Hour	–	N/A
	1 Hour	0.25 ppm (665 µg/m³)	75 ppb
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m³	N/A
	24 Hour	50 µg/m³	150 µg/m³
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m³	15 µg/m³
	24 Hour	N/A	35 µg/m³
Sulfates	24 Hour	25 µg/m³	N/A
Lead	Calendar Quarter	N/A	1.5 µg/m³
	30 Day Average	1.5 µg/m³)	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	N/A
Vinyl Chloride (chloroethene)	24 Hour	0.01 ppm (26 µg/m³)	N/A
Visibility-Reducing Particles	8 Hour (10:00 to 18:00 PST)	–	N/A

Source: CARB 2012b
Notes: mg/m³=milligrams per cubic meter; ppm=parts per million; ppb=parts per billion; µg/m³=micrograms per cubic meter

AIR QUALITY MANAGEMENT PLAN

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment. Nonattainment designations are described in more detail below. The SCAQMD has drafted the 2012 Air Quality Management Plan in order to reduce emissions for which the SoCAB is in nonattainment. The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the EPA. The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts (SCAQMD 2011). (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. SCAG's latest growth forecasts are the same as those adopted by the Western Riverside Council of Governments and referenced in Section 2.0, Project Description.)

The AQMP provides local guidance for the State Implementation Plan (SIP), which provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Severity classifications for ozone nonattainment range in magnitude: marginal, moderate, serious, severe, and extreme. The attainment status for the SoCAB is included in **Table 3.3-3**.

TABLE 3.3-3
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State Designation	Federal Designation
Ozone	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Nonattainment	Unclassified/Attainment
SO_2	Attainment	Attainment
Lead	Nonattainment	Nonattainment

Source: CARB 2011

As shown in **Table 3.3-3**, the SoCAB is designated as a nonattainment area for ozone, PM_{10}, $PM_{2.5}$, NO_2, and lead for state standards and for ozone, PM_{10}, $PM_{2.5}$, and lead for federal standards.

South Air Quality Management District Rules and Regulations

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of all subsequent construction activities allowed under the proposed General Plan:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

    a. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

e. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Toxic Air Contaminant Regulations

In 1983, the California legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal Clean Air Act (42 United States Code Section 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as toxic air contaminants. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. The CARB has, to date, established formal control measures for eleven TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the

estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

3.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the California Environmental Quality Act (CEQA) Guidelines, air quality impacts are considered significant if implementation of the proposed General Plan would:

1) Conflict with or obstruct implementation of an applicable air quality plan.

2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Create objectionable odors affecting a substantial number of people.

5) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of future, subsequent land use developments, which are applicable to the proposed General Plan, as shown in **Table 3.3-4**.

TABLE 3.3-4
SCAQMD REGIONAL SIGNIFICANCE THRESHOLDS

Air Pollutant	Construction Activities	Operations
Reactive Organic Gases (ROG)	75 pounds/day	55 pounds/day
Carbon Monoxide (CO)	550 pounds/day	550 pounds/day
Nitrogen Oxides (NO_x)	100 pounds/day	55 pounds/day
Sulfur Oxides (SO_x)	150 pounds/day	150 pounds/day
Coarse Particulates (PM_{10})	150 pounds/day	150 pounds/day
Fine Particulates ($PM_{2.5}$)	55 pounds/day	55 pounds/day

Source: SCAQMD 1993 ($PM_{2.5}$ threshold adopted June 1, 2007)

CO Hotspot Analysis

In addition to the daily thresholds listed above, future development projects under the proposed General Plan would also be subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million
- 8-hour = 9 parts per million

The significance of localized impacts depends on whether ambient CO levels in the vicinity of a future development project are above state and federal CO standards. CO concentrations in Calimesa no longer exceed the CAAQS or NAAQS criteria, and the SoCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent national or state ambient air quality standard. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects of 5 acres and less. Calimesa is located within SCAQMD SRA 29. **Table 3.3-5** shows the LSTs for a 1-acre, 2-acre, and 5-acre project site in SRA 29 with sensitive receptors located within 82 feet (25 meters) of a project site.

TABLE 3.3-5
LOCAL SIGNIFICANCE THRESHOLD (LST) IMPACTS – POUNDS PER DAY

Project Size	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
1 Acre (construction/operations)	118/118	602/602	4/1	3/1
2 Acres (construction/operations)	170/170	883/883	7/2	4/1
5 Acres (construction/operations)	270/270	1,577/1,577	13/4	8/2

Source: SCAQMD 2009

Toxic Air Contaminant Thresholds

The SCAQMD regulates levels of air toxics through a permitting process that covers both construction and operation. The SCAQMD has adopted Rule 1401 for both new and modified sources that use materials classified as air toxics. The SCAQMD CEQA Guidelines for permit processing consider the following types of projects significant:

- Any project involving the emission of a carcinogenic or toxic air contaminant identified in SCAQMD Rule 1401 that exceeds the maximum individual cancer risk of one in one million or 10 in one million if the project is constructed with best available control strategy for toxics (T-BACT) using the procedures in SCAQMD Rule 1401.

- Any project that could accidentally release an acutely hazardous material or routinely release a toxic air contaminant posing an acute health hazard.
- Any project that could emit an air contaminant not currently regulated by SCAQMD rule, but that is on the federal or state air toxics list.

METHODOLOGY

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the SCAQMD. Where quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects.

The following proposed General Plan policies and action items address air quality-related impacts:

Action Item TM-4.1	*Following the principles of "complete streets," maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travelway is included in the design from building façade to building façade.*
Action Item TM-4.2	*Pedestrian access shall be provided from developments to existing and future transit routes, park-and-ride lots, terminal facilities, etc.*
Action Item TM-4.3	*Ensure that City street standards provide for the installation of bus turnouts, benches, and shelters.*
Policy TM-8	*Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrate links to transit, trails, and alternative transportation and comfortable walking distance to goods and services.*
Policy TM-10	*Support the development of the Short- and Long-Range Transit Plans.*
Action Item TM-10.2	*Implement freeway ramp/arterial roadway interchange improvements that promote the safe and efficient movement of vehicles, pedestrians, and cyclists.*
Action Item TM-10.3	*Coordinate the planning for Calimesa's transportation needs with adjacent jurisdictions, the County of Riverside, Caltrans, and public transit providers.*
Action Item TM-10.4	*Encourage the establishment of fixed bus routes and extend the Dial-A-Ride service territory to outlying areas of the city.*

8-6-23

REVISED NOTICE (NOT GIVEN)
STATEMENT MADE (NO LIABILITY)

CALIMESA PLANNING DEPARTMENT
908 PARK AVENUE
CALIMESA, CA. 92320

JAMES WRIGHT
10320 CALIMESA BLVD #4
CALIMESA, CA. 92320

ATTN: KELLY LUCIA

RE: FAIRNESS, DUE PROCESS AND ACCOUNTABILITY

DEAR KELLY,

RESIDENTS OF OUR COMMUNITY YOUNG AND OLD HAVE THE RIGHT TO EXPECT FAIRNESS AND TRANSPARENCY WHEN IT COMES TO THEIR PARTICIPATION AND LEGAL PROTECTED RIGHTS IN DUE PROCESS NOW AND IN THE FUTURE.

A REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAK VALLEY NORTH PROJECT CAME OUT ON JULY 14, 2023.

ALL RESIDENTS OF RANCHO CALIMESA MOBILE HOME PARK AND SHARONDALE MOBILE HOME PARK SHOULD HAVE BEEN NOTIFIED BECAUSE THEY ARE CONSIDERED INTERESTED PARTIES TO WHOM THE DOCUMENT MAKES REFERENCE

THEY WERE NOT NOTIFIED AND BECAUSE OF THIS, HUNDRED OF RESIDENTS HAVE BEEN DEPRIVED THEIR FIRST AMENDMENT CONSTITUTIONAL RIGHT OF PUBLIC PARTICIPATION AS THEY WERE UNAWARE OF THE CHANGED NOTICE OF PREPARATION FROM BIRTCHER DEVELOPMENT.

AND BECAUSE THE 30 DAY REVIEW STARTED ON JULY 14, 2023, IT IS IMPOSIBLE FOR THE PROCESS TO PROCEED FAIRLY. THIS IMPORTANT ISSUE NEEDS TO BE RECTIFIED IMMEDIATELY.

I RECEIVED MY COPY YOU LEFT ME AT THE CITIES FRONT DESK AND ALSO BY FED EX, THANK YOU SO MUCH . KELLY AND I WILL RESPOND TO IT BY AUGUST 14, 2023.

ALSO, I WANT TO REPORT THAT ON TUESDAY JUNE 20, 2023 AT THE RANCO CALIMESA COMMUNITY CLUBHOUSE BIRTCHER DEVELOPMENT AGENTS GAVE A PRESENTATION IN FRONT OF A PACKED CLUBHOUSE OF RESIDENTS WHO WHEN I ASKED SCOTT MULKAY, THIS IMPORTANT QUESTION:

I ASKED HIM IF DURING PROJECT WAREHOUSE OPERATIONS, A LIABILITY OCCURS, WOULD BIRTCHER EXCEPT RESPONSIBILITY AND BE ACCOUNTABLE? HE SAID THEY WOULD NOT (NO).

THAT STATEMENT WAS ATROCIOUS! SCOTT MULKAY COULD HAVE RETRACTED THAT STATEMENT OR SAID IM SORRY OR I DIDNT MEAN THAT, BUT HE DIDNT, NEXT QUESTION.

WE HAVE TO TAKE A STAND AGAINST THIS REPREHENSIBLE ATTITUDE AND WAY OF THINKING BECAUSE IT DOES NOT BELONG IN THE CITY OF CALIMESA.

I WILL REPRESENT THE RESIDENTS OF RANCHO CALIMESA, SHARONDALE, J P RANCH, SINGLETON HEIGHTS AND PLANTATION ON THE LAKE RESIDENTS YOUNG AND OLD WHO DESERVE TO BREATH CLEAN AIR AND MOVE ABOUT FREELY AND NEED YOUR PROTECTION FROM RECKLESS, DISRESPECTFUL AND DANGEROUS CONDUCT FROM ANYONE WHO WANTS TO DO BUSINESS IN THE CITY OF CALIMESA.

IT IS TIME TO SHOW ALL RESIDENTS THAT YOU CARE MORE ABOUT THEM THAN THE WAREHOUSES AND TO ENSURE THAT RESIDENTS OF MOBILE HOME PARKS LIVE IN CONDITIONS WHICH ASSURE THEIR HEALTH, SAFETY, GENERAL WELLFARE AND A DECENT WAY OF LIFE.

CORDIALLY,

JAMES WRIGHT

I PROPOSE THAT THE CITY OF CALIMESA AS THE LEAD AGENCY REJECT THE OAK VALLEY NORTH PROJECT AND IN ITS PLACE PUT NEXT TO RANCHO CALIMESA OPEN SPACE AND NEXT TO SHARENDALE A PARK FOR OUR RESIDENTS AND THEIR LOVED ONES.

ACCORDING TO THE LATEST LAND USE TABLE LU-A (2013) AS A STARTING POINT FOR FUTURE GROWTH OF CALIMESA, ONLY 1.1% OF OPEN SPACE EXSITS IN THE CITY AND 74.1% OF PLANNING AREA LAND USE IS VACANT.

THE CITY OF CALIMESA LAND USE ELEMENT GOALS STATE:
PRESERVE AND ENHANCE THE SMALL-TOWN ATMOSPHERE OF CALIMESA
A LOGICAL AND EFFICIENT PATTERN OF DEVELOPMENT THAT REDUCES INFRASTRUCTURE COSTS AND MAINTAINS THE CHARACTER OF CALIMESA.
AN ARRANGEMENT OF LAND USES THAT ACHIEVES MAXIMUM COMPATIBILITY BETWEEN LAND USES AND ESPECIALLY WITH EXISTING NEIGHBORHOODS.

AND THE CITY SAYS PARKS AND RECREATION, OPEN SPACE ARE IMPORTANT COMPONENTS OF THE QUALITY OF LIFE DESIRED BY THE RESIDENTS OF CALIMESA.

IT ALSO SAYS THE CITIES GOALS AND POICIES RELATED TO THESE ISSUES AND THE ACTIONS THE CITY WILL TAKE TO ENSURE THAT RESIDENTS NEEDS AND DESIRES FOR PARKS, RECREATION, AND OPEN SPACE ARE RECOGNIZED AND ADDRESSED AS THE DEVELOPMENT OF THE CITY CONTINUES.

AND THE CITIES OPEN SPACE POTENTIAL IS SIGNIFICANT AND IDENTIFIES THE NEED TO MAINTAIN EXISTING OPEN SPACE AND NATURAL RECREATIONAL AREAS FOR THE ENJOYMENT OF RESIDENTS AND THE PROTECTION OF THE ENVIRONMENT.

I NOW ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT (GPA)22-03 GENERAL PLAN AMENDMENT AND THE MODIFICATION OF THE LAND USE ELEMENT OF THE CITY OF CALIMESA 2014 GENERAL PLAN TO CHANGE THE GENERAL PLAN USE DESIGNATIONS ON THE PROPERTY FROM BUSINESS PARK (BP), LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM DENSITY (RLM) TO BUSINESS PARK (BP) FOR PA 1 AND RESIDENTIAL HIGH DENSITY (RH) FOR PA 2.

AND IN ITS PLACE CHANGE I PROPOSE TO MODIFY THE LAND USE ELEMENT OF THE CITY OF CALIMESA 2014 GENERAL PLAN TO CHANGE THE GENERAL PLAN LAND USE DESIGNATIONS ON THE PROPERTY FROM BUSINESS PARK (BP) LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM DENSITY (RLM) TO PARKS & COMMUNITY RECREATION (P&CR) AND OPEN SPACE NATURAL (OSN).

AND I ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT ZONE CHANGE (ZC)22-01 (SPA AREA 4) AND THE MODIFICATION OF THE CITY'S OFFICIAL ZONING MAP AS IT APPLIES TO THE PROPERTY TO CHANGE THE ZONING CLASSIFICATIONS FROM BUSINESS PARK (B-P), LIGHT INDUSTRIAL (L-I) AND RESIDENTIAL LOW MEDIUM (R-L-M) TO A ZONING CLASSIFICATION OF SPECIFIC PLAN AREA (SPA). THE OAK VALLEY NORTH SPECIFIC PLAN (SPA AREA 4) PROPOSES TO ESTABLISH A SPECIFIC PLAN FOR THE PROPERTY AND APPLY TO LAND USE DESIGNATIONS: BUSINESS PARK (BP) AND RESIDENTIAL HIGH (RH).

AND IN ITS PLACE CHANGE I PROPOSE THE MODIFICATION OF THE CITY'S OFFICIAL ZONING MAP AS IT APPLIES TO THE PROPERTY TO CHANGE THE ZONING CLASSIFICATIONS FROM BUSINESS PARK (B-P), LIGHT INDUSTRIAL (L-I) AND RESIDENTIAL LOW MEDIUM (R-L-M) TO A ZONING CLASSIFICATION OF A SPECIFIC PLAN AREA (SPA). I PROPOSE TO ESTABLISH A SPECIFIC PLAN FOR THE PROPERTY AND APPLY TWO LAND USE DESIGNATIONS: PARKS & COMMUNITY RECREATION (P&CR) AND OPEN SPACE NATURAL (OSN)

TENTATIVELY, (AND I RESERVE THE RIGHT TO AMEND) USING THE PROPOSED 108 ACRES 34 ACRES OF OPEN SPACE NATURAL TO THE LEFT SIDE OF RANCHO CALIMESA WITH PLANNING AREA 1 BOARDERING CALIMESA BLVD AND BECKWITH AVE.

THE REMAINING APROX 74 ACRES FOR PARKS AND COMMUNITY RECREATION PLANNING AREA 2 WILL BOARDER CALIMESA BLVD AND BECKWITH AVE. NEXT TO SHARONDALE

I WOULD NEED THE HELP OF THE CITY OF CALIMESA FOR PLANNING AND SEEK OUT AND PURSUE ALL FORMS OF FEDERAL, STATE FUNDING AND PROGRAMMING OF PARK, TRAIL, AND RECREATION RESOURCES IN THE CITY.

I ASK THE CITY OF CALIMESA CA. TO REJECT TENTATIVE PARCEL MAP 38589 38598 SUBJECT SITE INTO SEVEN PARCELS AND CONVEY RIGHT OF WAY TO CITY FOR IMPROVEMENTS TO BECKWITH AVE AND CALIMESA BLVD.

AND REJECT THE DEVELOPMENT PLAN REVIEW (DPR) 22-05 AND CONDITIONAL USE PERMIT (CUP) 22-2 (BUILDING 1), DEVELOPMENT PLAN REVIEW (DPR) 22-6 AND CONDITIONAL USE PERMIT (CUP) 22-3 (BUILDING 2), DEVELOPMENT PLAN REVIEW (DPR) 22-7 AND CONDITIONAL USE PERMIT (CUP) 22-4 (BUILDING 3), DEVELOPMENT PLAN REVIEW (DPR) 22-8 AND CONDITIONAL USE PERMIT (CUP) 22-6 (BUILDING 4), DEVELOPMENT PLAN REVIEW (DPR) 22-9 (TRAILER LOT 1), AND DEVELOPMENT PLAN REVIEW (DPR) 22-010 (TRAILER LOT 2)

I AM TAKING THIS ACTION BECAUSE I WANT THE BEST FOR MY COMMUNITY FOR THEIR HEALTH AND SAFETY, BUT THEY THINK THE CITY DOES NOT CARE ABOUT THEM BUT FAVORS DEVELOPERS BECAUSE OF THEIR MONEY AND INFLUENCE AND THIS SHOULD NOT BE.

SO BY ASKING THE CITY TO REJECT THE WAREHOUSE PROJECTS ON WHAT I THINK IS A SOLID FOUNDATION OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND IMPACT HEALTH EFFECTS OF OPERATIONAL ACTIVITY AND WITH AN OPPORTUNITY TO HELP THE VERY GOOD PEOPLE OF MY COMMUNITY WHO DESERVE SO MUCH, IT IS

SOUND AND VIBRATION
RANCHO CALIMESA AND SHARONDALE RESIDENTS ARE MOSTLY SENIORS AND RETIRED BUT ALL RESIDENTS YOUNG AND OLD SHOULD NOT BE EXPOSED TO THE EXCESSIVE NOISE ASPECTS OF DIESEL TRUCK TRAFFIC WITH HUNDREDS OF TRUCKS DRIVING IN FRONT OF THE NOISE SENSITIVE COMMUNITIES THE NOISE IS INTRUSIVE AND UNWANTED.

THE STATE OF CALIFORNIA HAS DEEMED CERTAIN LAND USE AS SENSITIVE AND RANCHO CALIMESA AND SHARONDALE ARE FULL OF SENSITIVE RECEPTORS, PEOPLE WHO HAVE MEDICAL CONDITIONS AND NEED PROTECTION FROM THIS TREAT. THE CONSTANT NOISE AND VIBRATION WILL EXACERBATE PRE EXISTING MEDICAL CONDITIONS FURTHER DISRUPTING THEIR LIVES AND BREACHING THEIR PEACE.

FIRE
RANCHO CALIMESA AND SHARONDALE ARE IN A HIGH FIRE HAZARD SERVERITY ZONE AND THE FIRE DANGER SAFETY ISSUE AND CANNOT BE COMPROMISED. A MEMBER OF THE RIVERSIDE COUNTY EMERGENCY RESPONSE TEAM MANAGEMENT DEPARTMENT TOLD ME THAT IN A RED FLAG WILD FIRE EVENT WITH PROJECT DIESEL TRUCK TRAILERS LINED UP AND DOWN INTERSTATE 10 AND BACKED UP FROM THE ON-OFF RAMPS, THEIR CREWS WOULD NOT BE ABLE TO RESPOND PROPERLY.

BECAUSE OF THIS RISK AND THREAT WITH WAREHOUSE PROJECT LINED UP AND DOWN CHERRY VALLEY BLVD, CALIMESA BLVD AND SINGLETON RD THERE COULD BE A MASS CASUALTY EVENT AT OR AROUND RANCHO CALIMESA AND SHARONDALE COSTING RESIDENT LIVES WHO ARE NOT ABLE TO EGRESS SAFELY FROM THE PARKS AND CREATE A KILL BOX IN FRONT OF THE PARKS WERE ALL CANNOT GET OUT.

BECAUSE OF THESE DETRIMENTAL SIGNIFICANT IMPACTS THAT WOULD DIRECTLY AFFECT OUR RESIDENTS HEALTH, SAFETY AND PRESENT AND FUTURE QUALITY OF LIFE ISSUES EXIST BECAUSE OF WAREHOUSE OPERATIONS.

CORDIALLY,

JAMES WRIGHT

OPPOSITION TO OAK
VALLEY NORTH PROJECT

1-6-23

CALIMESA PLANNING DEPARTMENT
908 PARK AVENUE
CALIMESA, CA. 92320

JAMES WRIGHT
10320 CALIMESA BLVD #4
CALIMESA, CA. 92320

ATTN: KELLY LUCIA

RE: SIGNIFICANT PROJECT IMPACTS

DEAR KELLY,

NO ONE CAME TO CALIMESA TO LIVE NEXT TO WAREHOUSES. THEY CAME TO CALIMESA TO RAISE THEIR FAMILIES OR RETIRE AND ENJOY THE SCENIC VIEWS AND PLANT AND WILDLIFE AND BREATHE UNPOLLUTED AIR IN PEACE AND QUIET AND THE CITY NEEDS TO ALLOW THIS THROUGH SENSITIVE LAND USE PLANNING.

AND THE COMMUNITIES OF RANCHO CALIMESA AND SHARONDALE WOULD BE NEGATIVELY IMPACTED BY OAK VALLEY NORTH PROJECT. THE PEOPLE THERE ARE VULNERABLE TO IMPACT HEALTH EFFECTS OF WAREHOUSE OPERATIONS LIKE PROJECT DIESEL TRUCK TRAFFIC POLLUTION AND OTHER OBVIOUS AND REASONABLY AND FORESEEABLE DANGERS AND RISKS TO THEIR PERSONAL HEALTH, SAFETY AND WELFARE IN A UNTENABLE SITUATION.

HERE ARE THE SIGNIFICANT PROJECT RELATED IMPACTS OF THE OAK VALLEY NORTH PROJECT.

AIR QUALITY
BLACKS LAW DICTIONARY SAYS:
AIR POLLUTION. ENVIRONMENTAL LAW. 1. ANY HARMFUL SUBSTANCE OR ENERGY EMITTED DIRECTLY OR INDIRECTLY INTO THE AIR, ESP. IF THE HARM IS TO THE ENVIRONMENT OR TO THE PUBLIC HEALTH OR WELFARE; CONTAMINATES IN THE ATMOSPHERE.

GROSS POLLUTER AND OLDER DIESEL TRUCKS ARE INHERENTLY DANGEROUS BECAUSE OF HIGH MILAGE, AND DAMAGE FROM WEAR AND TEAR FROM CONTINUAL USE AND LACK OF PROPER MAINTENANCE PUTS DANGEROUS LEAKING OILS AND GREASE AND BRAKE DUST AND NEGATIVE ENERGY IN THE FORM OF DANGEROUS DIESEL EXHAUST PARTICULATE EMISSIONS THAT GRAVITY PULLS DOWN AND SETTLES ON THE GROUND AND THEN IT ACCUMULATES UNDER THE TRUCKS DURING PROJECT OPERATIONS OR JUST SITTING IN A PARKING LOT.

THESE FLUIDS ON THE GROUND DRY AND TURN INTO DUST (FUGITIVE DUST) THAT OUR RESIDENTS AND SENSITIVE RECEPTORS BREATHE INTO THEIR LUNGS WHEN BLOWN INTO THE AIR. THIS (FUGITIVE DUST) IS A CUMULATIVE DANGEROUS THREAT THAT IS GENERATED BY PROJECT OPERATIONS.

IN MY ADDRESS TO THE RIVERSIDE BOARD OF SUPERVISORS, I EXPLAIN THAT TECHNICALLY, EACH DIESEL TRUCK WITH A TRAILER INBOUND TO THE WAREHOUSE, (IS THE PROJECT) WITH ITS CONTENTS AND THE TOXIC POLLUTION GENERATED BY THE (PROJECT) IS ENVIRONMENTAL AND DETRIMENTAL TO RESIDENTS OF RANCHO CALIMESA AND SHARONDALE AND THEIR HEALTH, SAFETY, WELFARE AND FUTURE QUALITY OF LIFE.

ATTACHED TO THIS PACKET IS A RIVERSIDE AIR QUALITY DIESEL EXHAUST PARTICULATE POLLUTANT EIR. IT DOCUMENTS THE DANGEROUS ACUTE AND CHRONIC ADVERSE HEALTH EFFECTS FROM TOXIC AIR CONTAMINATES AND THE STATE OF CALIFORNIA LISTED DIESEL EXHAUST AS A KNOWN CARCINOGEN UNDER ITS SAFE DRINKING WATER AND TOXIC ENFORCEMENT ACT (PROPOSITION 65).

ALSO THE CALIFORNIA AIR RESOURCES BOARD LISTED DIESEL PARTICULATE AS A TOXIC CONTAMINATE.

THIS ANALYSIS OF THE AIR QUALITY IMPACTS USES SCIENCE METHODOLOGIES PRESCRIBED BY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD) TO DISCRIBE THE NEGATIVE AIR QUALITY IMPACTS THAT RESULT FROM PROJECT DIESEL ENGINE TRAFFIC DURING WAREHOUSE OPERATIONS.

IT SAYS, DIESEL PARTICULATE CAN REMAIN AIRBORNE FOR UP TO (10 DAYS) AND REMAIN A AIR QUALITY

PROBLEM FOR SOME TIME AFTER BEING EMITTED.

THIS PROBLEM SHOWS THE DETRIMENTAL IMPACT EFFECTS OF DIESEL TRUCK TRAFFIC HAULING (THE PROJECT) WAREHOUSE CONTENTS, LINING UP AND DOWN INTERSTATE 10, THE ON AND OFF RAMPS, ON CHERRY VALLEY AND CALIMESA BLVDS AND SINGLETON RD.

EACH TRUCK TRAILER, WAITING IN LINE ONE AFTER ANOTHER IDLING AND SPEWING TOXIC FUMES INTO THE THE SURROUNDING AIR THAT RANCHO CALIMESA AND SHARENDALE RESIDENTS BREATHE AND PUTS THEIR LIVES IN DANGER WITH EXHAUST EMISSIONS OF ROG, NOX AND CARBON MONOXIDE (REMAIN IN THE AIR FOR UP TO 10 DAYS) AND WITH WAREHOUSE OPERATIONS 24/7 IS A PRESENT AND FUTURE DANGER IF CONTINUED, TO OUR SENSITIVE RECEPTORS.

AND THE MITIGATION MONITORING AND REPORTING PROGRAM DOES NOT WORK BECAUSE IT DEPENDS ON JUST TRUST THAT CONSTRUCTION AND DIESEL TRUCK TRAILERS (THE PROJECT) ARE PROPERLY MAINTAINED AND OPERATED.

EVEN IF EACH DIESEL TRUCK HAULING A HEAVY LOAD OF PROJECT CONTENTS AND QUEUE ON INTERSTATE 10 THE ON AND OFF RAMPS OR SURROUNDING RANCHO CALIMESA AND SHARONDALE ON CHERRY VALLEY BLVD, CALIMESA BLVD OR SINGLETON RD. EVEN AS EACH DRIVER WAITS TO MOVE FORWARD AFTER (5 MIN) AND TURNING OFF THE IGNITION, WHEN THEY TURN THEIR TRUCKS IGNITION BACK ON, AS THEY STEP ON THE ACCELERATOR EACH TRUCK AGAIN AND AGAIN SPEWS TOXIC DIESEL PARTICULATE INTO THE AIR OVER AND OVER EVERY DAY AND NIGHT 24/7 ALL YEAR LONG.

OUR RESIDENTS DESERVE BETTER AND HAVE AN INHERENT RIGHT TO BE PROTECTED FROM THIS KIND OF DANGER AND THERE IS NO JUSTIFICATION TO EXPOSE OUR TAX PAYING CITIZENS AND THEIR FAMILY TO THE RISKS OF WAREHOUSE OPERATIONS.

LAND USE

IT IS VITAL FOR CALIMESA'S FUTURE AS A DISTINCT COMMUNITY WITH AN IDENTITY THAT PRESERVES A SMALL TOWN RURAL ATMOSPHERE AND AS A COMMUNITY THAT IS DEDICATED TO PROTECTING HEALTH AND SAFETY OF ITS RESIDENTS YOUNG AND OLD FROM FUTURE ENVIRONMENTAL THREATS AND DANGERS FROM MEGA WAREHOUSE OPERATIONS.

THE RESIDENTS ARE AGAINST THE WAREHOUSES INTRUDING INTO THEIR LIVES AND THE CITY NEEDS TO LISTEN TO THE ISSUES THAT ARE IMPORTANT TO THEM AND SHOW THEM THAT THEY AND THEIR LOVED ONES ARE MORE IMPORTANT THAN THE WAREHOUSES.

THEY HAVE A RIGHT TO BE PROTECTED FROM DANGERS AND NOT CAUGHT UP IN A VICIOUS CYCLE OF REGRET AND MISTRUST OF CITY GOVERNMENT.

IT WAS A MISTAKE TO PUT OAK VALLEY NORTH PROJECT FORWARD AS IT ONLY BENEFITS THE DEVELOPERS AT THE CITY AT THE EXPENSE OF OUR CITIZENS. WHO EVER PUSHED THIS PROJECT KNEW OR SHOULD HAVE KNOWN IT WAS SELFISH AND UNFAIR TO OUR RESIDENTS.

COMMUNITY PARTICIPATION AND FEEDBACK REGARDING PRESENT AND FUTURE DEVELOPMENT IN CALIMESA AND ISSUES IMPORTANT TO OUR RESIDENTS WITH THEIR LOVED ONES YOUNG AND OLD IS GOOD HEALTH, SAFETY AND A CITY THAT HONORS ITS COMMUNITY WITH ITS BEAUTIFUL NATURAL SETTING THROUGH OPEN SPACE PRESERVATION, WILDLIFE CORRIDORS, AND EXTENSIVE TRAIL SYSTEMS AS WELL AS ENRICHING THE HEALTH AND QUALITY OF LIFE FOR CALIMESA THROUGH SENSITIVE PLANNING. THEY WANT HEALTH AND THE BEAUTY OF OUR CREATOR.

THE MAIN OBJECTIVE IS TO BE WAREHOUSE FREE AND TO REPLACE THE WAREHOUSES WITH PARKS AND OPEN SPACE.

THIS CAN BE DONE THROUGH THE SELECTION AND PLACEMENT OF LAND USES PRESERVING THE DESIRED SMALL TOWN CHARACTERISTICS OF CALIMESA BY PRESERVING THE NATURAL CHARACTER AND VISUAL QUALITY OF CALIMESA'S HILLSIDES AND SCENIC VIEWS AND NATURE THROUGH PARKS AND OPEN SPACE FOR OUR RESIDENTS

I PROPOSE THAT THE CITY OF CALIMESA AS THE LEAD AGENCY REJECT THE OAK VALLEY NORTH PROJECT AND IN ITS PLACE PUT NEXT TO RANCHO CALIMESA OPEN SPACE AND NEXT TO SHARENDALE A PARK FOR OUR RESIDENTS AND THEIR LOVED ONES.

ACCORDING TO THE LATEST LAND USE TABLE LU-A (2013) AS A STARTING POINT FOR FUTURE GROWTH OF CALIMESA, ONLY 1.1% OF OPEN SPACE EXSITS IN THE CITY AND 74.1% OF PLANNING AREA LAND USE IS VACANT.

THE CITY OF CALIMESA LAND USE ELEMENT GOALS STATE:
PRESERVE AND ENHANCE THE SMALL-TOWN ATMOSPHERE OF CALIMESA
A LOGICAL AND EFFICIENT PATTERN OF DEVELOPMENT THAT REDUCES INFRASTRUCTURE COSTS AND MAINTAINS THE CHARACTER OF CALIMESA.
AN ARRANGEMENT OF LAND USES THAT ACHIEVES MAXIMUM COMPATIBILITY BETWEEN LAND USES AND ESPECIALLY WITH EXISTING NEIGHBORHOODS.

AND THE CITY SAYS PARKS AND RECREATION, OPEN SPACE ARE IMPORTANT COMPONENTS OF THE QUALITY OF LIFE DESIRED BY THE RESIDENTS OF CALIMESA.

IT ALSO SAYS THE CITIES GOALS AND POICIES RELATED TO THESE ISSUES AND THE ACTIONS THE CITY WILL TAKE TO ENSURE THAT RESIDENTS NEEDS AND DESIRES FOR PARKS, RECREATION, AND OPEN SPACE ARE RECOGNIZED AND ADDRESSED AS THE DEVELOPMENT OF THE CITY CONTINUES.

AND THE CITIES OPEN SPACE POTENTIAL IS SIGNIFICANT AND IDENTIFIES THE NEED TO MAINTAIN EXISTING OPEN SPACE AND NATURAL RECREATIONAL AREAS FOR THE ENJOYMENT OF RESIDENTS AND THE PROTECTION OF THE ENVIRONMENT.

I NOW ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT (GPA)22-03 GENERAL PLAN AMENDMENT AND THE MODIFICATION OF THE LAND USE ELEMENT OF THE CITY OF CALIMESA 2014 GENERAL PLAN TO CHANGE THE GENERAL PLAN USE DESIGNATIONS ON THE PROPERTY FROM BUSINESS PARK (BP), LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM DENSITY (RLM) TO LIGHT INDUSTRIAL (LI) AND RESIDENTIAL HIGH DENSITY (RH)

AND IN ITS PLACE CHANGE I PROPOSE TO MODIFY THE LAND USE ELEMENT OF THE CITY OF CALIMESA 2014 GENERAL PLAN TO CHANGE THE GENERAL PLAN LAND USE DESIGNATIONS ON THE PROPERTY FROM BUSINESS PARK (BP) LIGHT INDUSTRIAL (LI) AND RESIDENTIAL LOW MEDIUM DENSITY (RLM) TO PARKS & COMMUNITY RECREATION (P&CR) AND OPEN SPACE NATURAL (OSN).

AND I ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT ZONE CHANGE (ZC)22-01 (SPA AREA 4) AND THE MODIFICATION OF THE CITY'S OFFICIAL ZONING MAP AS IT APPLIES TO THE PROPERTY TO CHANGE THE ZONING CLASSIFICATIONS FROM BUSINESS PARK (B-P), LIGHT INDUSTRIAL (L-I) AND RESIDENTIAL LOW MEDIUM (R-L-M) TO A ZONING CLASSIFICATION OF SPECIFIC PLAN AREA (SPA). THE OAK VALLEY NORTH SPECIFIC PLAN (SPA AREA 4) PROPOSES TO ESTABLISH A SPECIFIC PLAN FOR THE PROPERTY AND APPLY TO LAND USE DESIGNATIONS: LIGHT INDUSTRIAL (LI) AND RESIDENTIAL HIGH (RH)

AND IN ITS PLACE CHANGE I PROPOSE THE MODIFICATION OF THE CITY'S OFFICIAL ZONING MAP AS IT APPLIES TO THE PROPERTY TO CHANGE THE ZONING CLASSIFICATIONS FROM BUSINESS PARK (B-P), LIGHT INDUSTRIAL (L-I) AND RESIDENTIAL LOW MEDIUM (R-L-M) TO A ZONING CLASSIFICATION OF A SPECIFIC PLAN AREA (SPA). I PROPOSE TO ESTABLISH A SPECIFIC PLAN FOR THE PROPERTY AND APPLY TWO LAND USE DESIGNATIONS: PARKS & COMMUNITY RECREATION (P&CR) AND OPEN SPACE NATURAL (OSN)

TENTATIVELY, (AND I RESERVE THE RIGHT TO AMEND) USING THE PROPOSED 108 ACRES 34 ACRES OF OPEN SPACE NATURAL TO THE LEFT SIDE OF RANCHO CALIMESA WITH PLANNING AREA 1 BOARDERING CALIMESA BLVD AND BECKWITH AVE.

THE REMAINING APROX 74 ACRES FOR PARKS AND COMMUNITY RECREATION PLANNING AREA 2 WILL BOARDER CALIMESA BLVD AND BECKWITH AVE. NEXT TO SHARONDALE

I WOULD NEED THE HELP OF THE CITY OF CALIMESA FOR PLANNING AND SEEK OUT AND PURSUE ALL FORMS OF FEDERAL, STATE FUNDING AND PROGRAMMING OF PARK, TRAIL, AND RECREATION RESOURCES IN THE CITY.

I ASK THE CITY OF CALIMESA CALIFORNIA TO REJECT TENTATIVE PARCEL MAP (TPM) 38589

AND REJECT THE DEVELOPMENT PLAN REVIEW (DPR) 22-05 AND CONDITIONAL USE PERMIT (CUP) 22-02 AND DEVELOPMENT PLAN REVIEW (DPR) 22-06 AND CONDITIONAL USE PERMIT (CUP) 22-03 AND DEVELOPMENT PLAN REVIEW (DPR) 22-07 AND CONDITIONAL USE PERMIT (CUP) 22-02

I AM TAKING THIS ACTION BECAUSE I WANT THE BEST FOR MY COMMUNITY FOR THEIR HEALTH, AND SAFETY BUT THEY THINK THE CITY DOES NOT CARE ABOUT THEM BUT FAVORS DEVELOPERS BECAUSE OF THEIR MONEY AND INFLUENCE AND THIS SHOULD NOT BE.

SO BY ASKING THE CITY TO REJECT THE WAREHOUSE PROJECTS ON WHAT I THINK IS A SOLID FOUNDATION OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND IMPACT HEALTH EFFECTS OF OPERATIONAL ACTIVITY AND WITH AN OPPORTUNITY TO HELP THE VERY GOOD PEOPLE OF MY COMMUNITY WHO DESERVE SO MUCH, IT IS AN HONOR TO SERVE.

SOUND AND VIBRATION

RANCHO CALIMESA AND SHARONDALE RESIDENTS ARE MOSTLY SENIORS AND RETIRED BUT ALL RESIDENTS YOUNG AND OLD SHOULD NOT BE EXPOSED TO THE EXCESSIVE NOISE ASPECTS OF DIESEL TRUCK TRAFFIC WITH HUNDREDS OF TRUCKS DRIVING IN FRONT OF THE NOISE SENSITIVE COMMUNITIES THE NOISE IS INTRUSIVE AND UNWANTED.

THE STATE OF CALIFORNIA HAS DEEMED CERTAIN LAND USES AS SENSITIVE, AND RANCHO CALIMESA AND SHARONDALE ARE FULL OF SENSITIVE RECEPTORS, PEOPLE WHO HAVE MEDICAL CONDITIONS AND NEED PROTECTION FROM THIS THREAT. THE CONSTANT NOISE AND VIBRATION WILL EXACERBATE PRE EXISTING MEDICAL CONDITIONS FURTHER DISRUPTING THEIR LIVES AND BREACHING THEIR PEACE.

FIRE

RANCHO CALIMESA AND SHARONDALE ARE IN A HIGH FIRE HAZARD SEVERITY ZONE AND THE FIRE DANGER SAFETY ISSUE AND CANNOT BE COMPROMISED. A MEMBER OF THE RIVERSIDE COUNTY EMERGENCY RESPONSE TEAM MANAGEMENT DEPARTMENT TOLD ME THAT IN A RED FLAG WILD FIRE EVENT WITH PROJECT DIESEL TRUCK-TRAILERS LINED UP AND DOWN INTERSTATE 10, AND BACKED UP FROM THE ON-OFF RAMPS, THEIR CREWS WOULD NOT BE ABLE TO RESPOND PROPERLY.

BECAUSE OF THIS RISK AND THREAT WITH WAREHOUSE PROJECT TRAFFIC LINED UP AND DOWN CHERRY VALLEY BLVD, CALIMESA BLVD AND SINGLETON RD. THERE COULD BE A MASS CASUALTY EVENT AT RANCHO CALIMESA AND SHARONDALE COSTING THE LIVES OF OUR RESIDENTS NOT ABLE TO EGRESS SAFELY FROM THE PARKS AND WOULD CREATE A KILL BOX AT THE FRONT OF THE PARKS WHERE ALL CANNOT GET OUT.

BECAUSE OF THESE DETRIMENTAL IMPACTS THAT WOULD DIRECTLY AFFECT OUR RESIDENTS HEALTH, SAFETY AND PRESENT AND FUTURE QUALITY OF LIFE ISSUES WOULD NOT EXIST WITHOUT WAREHOUSE OPERATIONS.

CORDIALLY,

JAMES WRIGHT

BLACKS 12 C7 105:11

European powers in consequence of our annexation of Texas and possibly of other territory southward, sought to give President Monroe's announcement on the subject of colonization the meaning popularly but erroneously conveyed by the expression 'no more European colonies on this continent.' But, in so doing, he restricted its application to North America, saying that 'it should be distinctly announced to the world as our settled policy, that no future European colony or dominion shall, with our consent, be planted or established on any part of the North American continent.' It is obvious that President Polk, in pronouncing against the establishment of any 'dominion' by a European power — a term which includes the acquisition by voluntary transfer or by conquest of territory already occupied — asserted something quite different from Monroe's declaration against 'colonization.' He asserted something which should be called the Polk doctrine rather than the Monroe doctrine; and it was, perhaps, the consciousness of this fact that led him to restrict the new doctrine, which was to be maintained by us without regard to other American powers, and not merely by each of those powers 'by its own means,' to the North American continent." John Bassett Moore, "The Monroe Doctrine: Its Origin and Meaning," in 1 *The Collected Papers of John Bassett Moore* 334, 338–39 (1944).

poll, *n.* (18c) 1. A sampling of opinions on a given topic, conducted randomly or obtained from a specified group. 2. The act or process of voting at an election. 3. The result of the counting of votes. 4. (*usu. pl.*) The place where votes are cast.

poll, *vb.* (17c) 1. To ask how each member of (a group) individually voted <after the verdict was read, the judge polled the jury>. See JURY POLLING. 2. To question (people) so as to elicit votes, opinions, or preferences <the committee polled 500 citizens about their views>. 3. To receive (a given number of votes) in an election <the third-party candidate polled only 250 votes in the county>. — **polling,** *n.*

pollicitation. *Contracts.* (15c) The offer of a promise.

"By a *promise* we mean an accepted offer as opposed to an offer of a promise, or, as Austin called it, a *pollicitation.*" William R. Anson, *Principles of the Law of Contract* 6 (Arthur L. Corbin ed., 3d Am. ed. 1919).

polling booth. (1805) A small, partly enclosed space in a polling place where a person can vote in an election.

polling place. (18c) The location where people go to vote in an election. — Also termed *polling booth; voting station.*

poll tax. See TAX.

pollutant. (1892) A poisonous or noxious substance that contaminates the environment, esp. the air and water.

▸ **criteria pollutants.** (1974) Pollutants, esp. air pollutants, that are known to be hazardous to health, such as smog and acid rain. — Also termed *criteria contaminants.*

pollute, *vb.* (14c) To corrupt or defile; esp., to contaminate the soil, air, or water with noxious substances. — **pollution,** *n.* — **polluter,** *n.*

polluter-pays principle. (1972) *Int'l law.* The doctrine that the costs of cleaning up damage caused by pollution should be borne by the person responsible for causing the pollution.

pollution. (14c) 1. The harmful addition of a substance or thing into an environment; esp., the introduction of man-made products, esp. waste products, into a natural area <further increases in fertilizer use will lead to nitrate pollution>. 2. The state or condition of being polluted.

▸ **air pollution.** (1874) *Environmental law.* 1. Any harmful substance or energy emitted directly or indirectly into the air, esp. if the harm is to the environment or to the public health or welfare; contaminants in the atmosphere. — Also termed *air impurity.* 2. The artificial introduction of such substances or contaminants into the atmosphere; the emission of impurities into the air.

▸ **land pollution.** (1909) The disposal of solid or liquid wastes on the surface of land or underground, producing nuisances, soil and water contamination, and threats to public health.

▸ **marine pollution.** (1952) The introduction of harmful substances and products, such as toxins, chemicals, and solid waste, into the ocean.

▸ **water pollution.** (1865) The contamination of a body of water by directly or indirectly discharging into it substances that were inadequately treated to remove harmful materials.

pollution exclusion. See EXCLUSION (3).

po. lo. suo. *abbr.* PONIT LOCO SUO.

polyandry (pol-ee-an-dree). (17c) The fact, condition, or practice of a woman's having more than one husband at the same time. Cf. POLYGYNY; MONANDRY. — **polyandrous,** *adj.*

polyarchy (pol-ee-ahr-kee). (17c) Government by many persons. — Also termed *polygarchy* (pol-ə-gahr-kee). Cf. MONARCHY. — **polyarchal,** *adj.*

polygamist (pə-lig-ə-məst). (17c) 1. Someone who has several spouses simultaneously. 2. An advocate of polygamy.

polygamy (pə-lig-ə-mee), *n.* (16c) 1. The fact, condition, or practice of having more than one spouse simultaneously. — Also termed *simultaneous polygamy; plural marriage.* 2. *Hist.* The fact, condition, or practice of having more than one spouse during one's lifetime, though never simultaneously. • Until the third century, polygamy included remarriage after a spouse's death because a valid marriage bond was considered indissoluble. — Also termed *successive polygamy; serial polygamy; sequential marriage.* Cf. BIGAMY; MONOGAMY. — **polygamous,** *adj.* — **polygamist,** *n.*

"Polygamy (many marriages) is employed at times as a synonym of bigamy and at other times to indicate the simultaneous marriage of two or more spouses." Rollin M. Perkins & Ronald N. Boyce, *Criminal Law* 458 (3d ed. 1982).

"[T]his one-marriage-at-a-time rule behind which the legal systems of the West have seemingly thrown so much weight is not what a sociologist would call a general prohibition of polygamy. Polygamy can be simultaneous (if more than one spouse is simultaneously present) or successive (if spouses are married one after the other). Only simultaneous polygamy is prohibited by the laws with which we are here concerned. These statutes reserve the use of the word *polygamy* for that kind which is not very common among us. They do not affect the serial form, which is so very popular in the United States and Western Europe that . . . the law is fast changing to adapt to it." Mary Ann Glendon, *The Transformation of Family Law* 52 (1989).

polygarchy. See POLYARCHY.

polygraph, *n.* (1923) A piece of equipment used to determine whether someone is lying by measuring and recording involuntary physiological changes in the human body, esp. sudden changes in the heart rate, during interrogation. • Polygraph results are inadmissible as evidence in most states but are commonly used by the police as an

include power plants and industrial boilers. The highest levels of Sulfur Dioxide emissions typically occur near large industrial complexes.

- **Lead (Pb)** – Lead concentrations once exceeded the State and Federal air quality standards by a wide margin, but have not exceeded State or Federal air quality standards at any regular monitoring station since 1982. Health effects associated with lead include neurological impairments, mental retardation, and behavioral disorders. At low levels, lead can damage the nervous systems of fetuses and result in lowered IQ levels in children (EPA 2005). Though special monitoring sites immediately downwind of lead sources recorded many localized violations of the State standard in 1994, no violations have been recorded at these stations since 1996. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the SCAB. Since the proposed project will not involve leaded gasoline, or other sources of lead emissions, this criteria pollutant is not expected to be a factor with project implementation.

Toxic Air Contaminants

Toxic air contaminants (TACs) are chemicals generally referred to as those contaminants known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. There are hundreds of air toxics, and exposure to these pollutants can cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects may be both chronic (i.e., of long duration) and acute (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects can include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects usually result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which typically requires a latency period of 10-30 years after exposure to develop.

In 2000, the SCAQMD released the Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II). The monitoring portion of MATES-II was designed to measure numerous air toxic compounds at different locations in the Basin in order to establish a baseline of existing air toxic ambient concentrations, as well as risk level data, and to assist in the assessment of modeling performance accuracy. Ten sites were selected and air samples were collected for up to one year. The ten locations are in Anaheim, Burbank, Compton, Fontana, Huntington Park, Long Beach, Los Angeles, Pico Rivera, Rubidoux, and Wilmington. Rubidoux is the nearest monitoring site to the proposed project.

The addition of diesel particulate toxicity dramatically increases carcinogenic risk. The modeled cancer risk for diesel particulates for this site is approximately 1000 in one million. This cancer risk is what residents are currently exposed to in the Basin.

Diesel Emissions

Diesel engines utilize compression, contrary to standard gasoline engines, which use conventional spark plugs, to ignite fuel. Engines that use compression typically run at higher

temperatures than gasoline engines, thereby causing the oxygen and nitrogen present in air during intake, to form oxides of nitrogen (NO_X). To combat NO_X production in a diesel engine, the engine temperature can be reduced, but then increased amounts of particulate matter (PM) and hydrocarbons (HC) are produced as byproducts of the now uncombusted fuel. Hydrocarbons, once in the atmosphere, react with NO_X to produce ozone (O_3), among other pollutants.

Diesel exhaust composition is dependent on many factors: fuel composition, engine type, lubricating oils, and emission control systems. Diesel exhaust is a complex mixture of thousands of gases and fine particles. The gaseous fraction of diesel exhaust is comprised of typical combustion gases such as oxygen, carbon dioxide, nitrogen, and water vapor. However, air pollutants such as carbon monoxide, sulfur oxides (SOx), nitrogen oxides (NO_X), volatile hydrocarbons and low-molecular weight polycyclic aromatic hydrocarbons (PAH) and PAH-derivatives are also components of the gaseous fraction. Additionally, some of the gaseous components, such as benzene, are known carcinogens.

The particle fraction of diesel exhaust is comprised of aggregates of carbon particles with inorganic and organic substances adhered to them. The inorganic fraction of diesel exhaust particles consists of solid carbon (or elemental carbon) particles ranging in size from 0.01 to 0.08 microns in diameter. The organic fraction consists of soluble organic compounds such as aldehydes, alkanes, alkenes, PAH and PAH derivatives. The total component of a diesel particle (inorganic + organic) is in the fine particle range of 10 microns in size or less (width of a human hair), but 92 percent of these diesel particles are even smaller, at less than 1 micron in diameter.

Diesel particles can remain airborne for up to 10 days because of their small size. Therefore, they do not fall-out or precipitate easily, and remain an air quality problem for some time after being emitted. Scientists use elemental carbon as a surrogate since there is no current technology available to monitor directly for diesel particles. It is important to understand that the cancer risks estimated by the CARB related to mobile-source diesel exhaust and health risk assessment studies represent the probability that a person develops cancer; the estimated risks do not represent mortality rates.

Greenhouse Gases and the Global Warming Effect

"Stratospheric ozone depletion" refers to the slow destruction of naturally occurring ozone, which lies in the upper atmosphere (called the stratosphere) and which protects Earth from the damaging effects of solar ultraviolet radiation. Certain compounds, including chlorofluorocarbons (CFCs,) halons, carbon tetrachloride, methyl chloroform, and other halogenated compounds, accumulate in the lower atmosphere and then gradually migrate into the stratosphere. In the stratosphere, these compounds participate in complex chemical reactions to destroy the upper ozone layer. Destruction of the ozone layer increases the penetration of ultraviolet radiation to the Earth's surface, a known risk factor that can increase the incidence of skin cancers and cataracts, contribute to crop and fish damage, and further degrade air quality (SCAQMD 2005).

Some gases in the atmosphere affect the Earth's heat balance by absorbing infrared radiation. This layer of gases in the atmosphere functions much the same as glass in a greenhouse (i.e.,

above, in **Table 5.3-A**. The AAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness and persons engaged in strenuous work or exercise, all referred to as "sensitive receptors." SCAQMD defines a "sensitive receptor" as a land use or facility such as residences, schools, childcare centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

Energy Efficiency Standards

Title 24 regulations are statewide building design and construction standards that improve the energy efficiency of new buildings. Energy efficiency reduces the demand for electric generation, natural gas and other fuels. Energy efficient buildings also reduce the air emissions associated with electric generation and combustion of natural gas and other fuels.

Air Quality Management Plan

The California Air Resources Board (CARB) maintains records as to the attainment status of air basins throughout the state, under both State and Federal criteria. The portion of the SCAB within which the City of Riverside is located is designated as a non-attainment area for ozone and PM-10, and PM-2.5 under State standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under Federal standards. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations directed at attainment of the State and national air quality standards based on population projections and land uses contained in local land use plans. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

Air Quality Management District Rules

SCAQMD Rule 402 states that "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The City will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. They include the application of water or chemical stabilizers to disturbed soils at least twice a day, covering all haul vehicles before transport of materials, restricting vehicle speeds on unpaved roads to 15 mph, and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, it is required to establish a vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also

requires grading and excavation activities to cease when winds exceed 25 mph. Weed abatement activities ordered by a municipal or county fire department are exempt from Rule 403 under certain conditions. (SCAQMD, Rule 403(g)(1)(J).) Specifically, weed abatement should be accomplished by mowing, or, if mowing is not feasible, disking can be used if the site is watered before the disking occurs (see Tool 43 for information on implementation).

Toxic Air Contaminants

Toxic Air Contaminants are regulated under both Federal and State laws. Federally, the 1970 Amendments to the Clean Air Act included a provision to address air toxics. California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (H&SC § 39660, et seq.) and Part 6 Air Toxics "Hot Spots" Information and Assessment (H&SC § 44300, et seq.). The California Air Resources Board (CARB), working in conjunction with the Office of Environmental Health Hazard Assessment (OEHHA), identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant below a specific threshold based on its effects on health, or to the lowest concentration achievable through use of best available control technology for toxics (T-BACT). The program is administered by the CARB. Air quality control agencies, including the SCAQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by CARB.

Diesel Regulations

In 1990, the State of California listed diesel exhaust as a known carcinogen under its Safe Drinking Water and Toxic Enforcement Act (Proposition 65). In 1998, the California Air Resources Board listed diesel particulate as a toxic air contaminant.

The California Air Resources Board (CARB), a sub-agency of the California Environmental Protection Agency (Cal EPA), is taking the lead on addressing diesel emissions in the State of California. The first step to significantly reduce diesel emissions occurred in September 2000 when the CARB approved the "Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles" or Diesel Risk Reduction Plan. The two main goals of the Diesel Risk Reduction Plan are: 1) to get new diesel fueled engines to use state-of-the-art emission controls as well as low-sulfur diesel fuel and, 2) for existing diesel engines to be retrofitted with emission control features. Effects of meeting these goals set by the CARB would be reducing the health effects experienced by Californians from diesel exhaust.

Under the CARB's Diesel Risk Reduction Program, mobile diesel emissions have their own set of reduction programs, as opposed to stationary diesel sources (generators), which are addressed separately under the Reduction Plan. One of the incentive programs for mobile diesel sources is the Carl Moyer Program, which is a clean engine incentive program. This program provides money in the form of grants to cover the incremental portion of the cost to purchase cleaner burning engines or retrofitting existing ones.

8.35.070 Refuse enclosure size requirements.

A. Residential Collection.

1. Condominium/Apartment/Fourplex.

a. One- and two-bedroom units: one four-cubic-yard bin per eight units.

b. Three-bedroom units: one four-cubic-yard bin per six units.

c. Fourplex units: one four-cubic-yard bin per unit.

d. Senior citizen units: one four-cubic-yard bin per 10 units.

B. Single-Family Detached, Duplexes, and Triplexes. Automated collection may be substituted for the above.

C. Commercial Collection.

1. Shopping center/retail: one four-cubic-yard bin per 8,000 square feet.

2. Multi-tenant shopping center/retail: one four-cubic-yard bin per two tenants. (Determined on a case-by-case basis. The city may require additional containers or specify other types of containers.)

3. Office development: one four-cubic-yard bin per 15,000 square feet.

4. Service commercial (hotel, motel, etc.): one four-cubic-yard bin per 10,000 square feet. (Determined on a case-by-case basis. The city may require additional containers or specify other types of containers.)

5. Service commercial restaurants, fast food, or mini-marts: two four-cubic-yard bins per building or unit. (Determined on a case-by-case basis. The city may require additional containers or specify other types of containers.)

6. Service commercial (vehicle, appliance, furniture, repair, etc.): one four-cubic-yard bin per 8,000 square feet.

D. Industrial/Manufacturing Collection.

1. Industrial parks: one four-cubic-yard bin per 8,000 square feet.

2. Multi-tenant industrial park: one four-cubic-yard bin per every two tenant units.

3. Warehouse development: one four-cubic-yard bin per 30,000 square feet.

4. Heavy industry: quantity, size, type determined on a case-by-case basis. [Ord. 91-10; Code 1990 § 5.3.07.]

Chapter 8.40

MOBILE SOURCE AIR POLLUTION REDUCTION

Sections:

8.40.010 Findings.

The city of Calimesa hereby finds and declares that:

A. Whereas, the city is committed to improving the public health, safety, and welfare, including air quality;

B. Whereas, mobile sources are a major contributor to air pollution in the South Coast Air Basin;

C. Whereas, air quality goals for the region established by state law cannot be met without reducing air pollution from mobile sources;

D. Whereas, the South Coast Air Quality Management Plan (AQMP) calls upon cities and counties to reduce emissions from motor vehicles consistent with the requirements of the California Clean Air Act of 1988 by developing and implementing mobile source air pollution reduction programs;

E. Whereas, such programs place demands upon the city's funds, those programs should be financed by shifting the responsibility for financing from the general fund to the motor vehicles creating the demand, to the greatest extent possible;

F. Whereas, Section 44223, added to the Health and Safety Code by action of the California Legislature on September 30, 1990 (Chapter 90-1705), authorizes the South Coast Air Quality Management District (SCAQMD) to impose an additional motor vehicle registration fee of $2.00, commencing on April 1, 1991, increasing to $4.00, commencing on April 1, 1992, to finance the implementation of transportation measures embodied in the AQMP and provisions of the California Clean Air Act;

G. Whereas, $0.40 of every dollar collected under Section 44223 of the Health and Safety Code

POLICY AQ-14: **Encourage use of energy-efficient street cleaning equipment and landscaping practices. (MM)**

Note to the Reader: Please refer to the Sustainability Chapter of this General Plan for additional energy, fuel, and water conservation policies.

SENSITIVE USES

POLICY AQ-15: **Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals. (MM)**

ACTION ITEM AQ-15.1: Continue to use the California Environmental Quality Act review process as a tool to evaluate the air quality effects of proposed plans and development projects and to identify and reduce impacts to sensitive uses. (MM)

ACTION ITEM AQ-15.2: Require proper site planning and design features to buffer and protect when physical separation of these uses is not feasible. (MM)

ACTION ITEM AQ-15.3: Require businesses that cause air pollution to provide pollution control measures. (MM)

POLICY AQ-16: **Reduce fugitive dust emissions from construction activities. (MM)**

ACTION ITEM AQ-16.1: Require all feasible fugitive dust reduction techniques to be utilized during construction activities. (MM)

POLICY AQ-17: **Provide public information describing air quality standards, health effects, and efforts that residents and businesses can make to improve regional air quality.**

September 8, 2023

To:
Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, CA 92320

From:
Ron Roy
35161 Hogan Dr, Beaumont, CA 92223
Fairway Canyon Resident (approximately 1 mile from the project site)

Re:
REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OAK VALLEY NORTH PROJECT:
Oak Valley North; GPA 22-03; ZC 22-01 (SPA Area 4); TPM 38589; DPR 22-05/CUP 22-02 (Building 1), DPR 22-06/CUP 22-03 (Building 2), DPR 22-07/CUP 22-04 (Building 3), DPR 22-08/CUP 22-06 (Building 4), DRP 22-09 (Trailer Parking Lot 1), and DRP 22-010 (Trailer Parking Lot 2)

Dear Ms. Lucia:

Here is my comment letter in opposition of the Oak Valley North Warehouse Project.

I am opposed to the Oak Valley North Warehouse Project for numerous reasons including the following:

SUMMARY OF OPPOSITION:

No property right is absolute. A developer cannot buy a piece of land and build whatever they want on that land. If a developer takes a financial risk on an investment that threatens the health and safety of the community or is incompatible with the existing site or surrounding land use, that project cannot be built. Such is the case with the Warehouse and Logistics use, and in particular, Oak Valley North Specific Plan proposal. Warehouses, especially in pollution prone regions like the Inland Empire and the San Gorgonio Pass Communities, including Calimesa, are already known to cause cancer, lung disease and birth defects on sensitive receptor communities, not only near a project site, but for miles around. The sources of harm include the deadly particulate matter emitted from big-rig trucks refrigeration trailers, and other warehouse uses, unsafe traffic conditions, 24/7 truck traffic, light and noise pollution, disposable workforce, and the depredation of community character. There are healthier, safer and more compatible land uses for the property. Diversity of land use is a key element for the economic, cultural, and environmental vitality of a city. Warehouses destroy diversity. They

destroy vitality. One only has to look a few miles to our west to see how warehouses converted inland empire communities into monolithic warehouse towns, where warehouses dominate the landscape. As warehouses expand, residential neighborhoods contract. Like an invasive species once they take root they grow exponentially.

Without a city council vote to deny this project, Calimesa's identity will rapidly change from a bucolic, rural, quiet, residential safe-haven from the industrial growth in the surrounding region, to a polluting warehouse town.

This is not the time to play games. You all know what the public wants. Vote NO **for them** this time, rather than for the developer.

This project as proposed is fundamentally wrong for the site and the neighborhood. No amount of mitigations or cash considerations can fix it.

In November 2020 during the Covid 19 pandemic, the Calimesa city council, despite community opposition, voted to approve the Oak Valley Town Center and its 2.5 million square feet of warehouses. This is the biggest political mistake ever made in the history of the Calimesa City Council. Ever since that the November 2020 vote, the disconnect between Calimesa city council and the residents of Calimesa over **the reality** about what warehouses will bring to the community and despite overwhelming community opposition to warehouse, has **widened.**

Here are some other reasons why the Oak Valley North Specific Plan Proposal Should be Denied.

THIS PROJECT IS IN REALITY A WAREHOUSE PROJECT NO MATTER WHAT THE APPLICANT/CITY CALLS IT.

Does anyone really believe this project is nothing more than a massive warehouse project, with a sprinkling of other uses? The warehouse facilities will take 95.6 out of the 106.8 acres (excludes dedicated roadway). That's 90% of the project land for warehouses. That's right: 90%! This 90% is called PA 1 in the NOP and will be developed first. The applicant developer misleads the public with a proposed zoning classification of "Business Park". **Never could a term be more erroneous**. These warehouses are an industrial use and should be classified as such. Every building and improvement within the Planning area is designed to support the warehouse industrial use. This includes, the 982,232 sq.ft of warehouse buildings (including 80,000 sq.ft of "potential office" that has the option of being converted to warehouse use), the 1072 Big-Rig truck and trailer parking spaces, the 254 loading docks and the 807 auto parking spaces for the cars of the by-and-large low wage disposable workforce.

How will hundreds of noisy, polluting, and congesting, accident-prone, unpredictable, big-rig diesel trucks coming-and-going 24 hours a day, 7 days a week, **that will literally threaten the very lives of nearby residents**, and block Sharondale and Rancho Calimesa residents from safely leaving their homes, as well as the noise and light from the "material handling" operations, be more attractive than a quiet, safe, and family friendly residential community?

The developer claims there will be "thousands of new jobs"? **What kind of jobs?** Are they rewarding, high-paying, long term, with labor protections? Will workers be able to buy a house, raise a family, and plan their families future and retirement?

According to Ziprecruiter, in June 2022, the average annual pay for a Warehouse Worker in the area is $33,000 when we're looking at $550,000 median home prices. Moreover warehouse jobs create a disposable workforce. That's why according to the National Employment Law **Project**, the turnover rate in Riverside County is 107%, meaning more workers leave in a year than are hired. Why so quickly?

The study cites "unsustainable productivity requirements and subsequent injury rates."

Driving by this project **daily** will be like driving by a prison.

And workers are being displaced by automation.

Here's a quote from the California Attorney General: "The most important consideration when planning a logistics facility **is its location**. Warehouses located in residential neighborhoods or near other sensitive receptors **expose** community residents to the **air pollution, noise, traffic, and other environmental impacts** they generate. Therefore, placing facilities **away** from sensitive receptors significantly **reduces** their environment**al and** quality of life harms on local communities."

Sounds to me like the attorney general is on to something.

The proposed Oak Valley North project does not belong on a site that's surrounded by predominantly residential neighborhoods with neighborhood schools, retail and open space [1].

[1] Consider the proximities of the following sensitive receptor communities to the Oak Valley project site:
Homes

- Rancho Calimesa Mobile Home Park: Adjacent to east boundary
- Shanondale Mobile Home Park: Across the street
- Summerwind Trails: 2/10 of a mile
- Singleton Heights: 4/10 of a mile
- JP Ranch: 1.25 miles

In essence It's an ill-conceived location. Warehouse complexes like the proposed Oak Valley North belong in warehouse districts far away from residential areas.

SEPARATING PARKING LOTS FROM WAREHOUSES IS AN ATTEMPT TO ESCAPE ACCOUNTABILITY FOR SEVERE NEGATIVE IMPACTS THAT WILL RESULT FROM THE OAK VALLEY WAREHOUSE PROJECT AS A WHOLE:

During the July 2023 scoping session, in my comments, I wanted clarification on the "buffer" between the project and nearby sensitive receptors. I thought the city misleads the public if it does not establish a clearly defined buffer. I stated a proper buffer should be from the project BOUNDARY LINE to the BOUNDRY LINES of nearby sensitive receptor communities like Sharondale MHP and Rancho Calimesa MHP.

If the buffer does go from boundary line to boundary line, then Oak Valley North warehouses would be disqualified as a project in its current form and the developers could not build the warehouses.

Why?
Because under 18.30.110 B(2) of the Calimesa Municipal Code: **"No warehouse storage, or distribution facility shall be located within 500 feet of any sensitive receptor".**
Sharondale and Rancho Calimesa are adjacent or across the street from the project boundary, and therefore well within the 500 foot buffer zone. So again, this violation kills the project.

I received confirmation from the city that the buffer IS INDEED from boundary line to boundary line. The city conveyed this to the developer who has replied with this argument.

- 2 mile radius around project: 10,000 homes (includes parts of Yucaipa, Calimesa, Cherry Valley, Beaumont [Oak Valley Specific Plan, Solera, Stetson]

Schools:

- Early Learning Academy: 250 feet
- Summerwind Trails School: ¼ mile
- Mesa View Middle School: less than 2 miles.

Retail:

- Calimesa Business District: 1 ¼ mile
- Marketplace at Calimesa: ½ mile

"the proposal, the trailer parking lots would be owned and operated by a separate entity than the proposed warehouses. From a land use perspective, the trailer parking lots would fall under "Transportation/trucking yards, stations, terminals," "Vehicle storage yards, inclusive of towing yards," and/or "Recreational vehicle storage," all of which are being proposed as Permitted Uses in the Business Park zoning designation within the Oak Valley North Specific Plan. Since the trailer parking lots would be separate legal parcels with no affiliation to a warehouse, storage, or distribution facility, that particular component of the project is not subject to the warehouse ordinance."

This aforementioned quote is a fallacious argument and cannot escape the fact that the Oak Valley "project" as proposed is a whole project and includes all physical elements including the buildings, parking lot, the trucks, the trailers, the fueling stations, the yard goats, and all other improvements, equipment, and fixtures with the purpose of a warehouse/logistics distribution function. Therefore the applicant is clearly attempting an obvious, erroneous, and ill-conceived attempt to circumvent Calimesa's warehouse buffer ordinance.

Think about the operations of a warehouse and the role of the big-rig trucks, trailers, and truck parking lots (not including fueling and truck/trailer service areas). The Big Rigs enter the facility with predetermined goods specifically designated for a warehouse facility. The loading/offloading, parking, the material handling in the building, are all designed to accomplish the warehouses role in the logistics cycle, to achieve the distribution of goods from origin of shipment (LA/Long Beach Ports), to the warehouse, to the final destination, which is often a consumer. In this process at the warehouse site, the trailer parking lots sole purpose is to support the warehouse distribution operation. The trailer parking lots are not used for another purpose such as an Extra-Space storage. They are not a truck stop. And they will not be operated independently as such. If the developer, indeed, wants to operate the Trailer Parking independently as an Extra Space Storage, truck-stop etc. they will have to file a separate application for this non-logistics use to the city as a separate CEQA project apart from the Warehouse. In other words, the parking lots will be a separate CEQA project requiring a different analysis.

This developer claim reminds me of Dodger Stadium. Frank McCourt owns some parcels which are under parking lots that are part of the stadium complex. Does McCourt rent them out for overnight or long-term storage? No. I'm sure his CC&Rs require that the lots can only be used for customer parking for Dodger games, or other Dodger Owner sanctioned events, not overnight or long-term storage.

Could you imagine the havoc Oak Valley Norths developers conceived idea would have if they are allowed to combine overnight storage with warehouse operations? What if there's not enough spaces for big-rig trucks carrying items for the warehouse to park because of RVs, boats or travel trailers are taking up spaces, causing congestion that would undermine/jeopardize the capacity and safety of the Big Rig Truck Trailer loading/unloading queueing operations for the WAREHOUSES? Ultimately, the developer would have to show the city the conditions under which "storage" would be allowed. And I believe that the terms will show that any trucks or

vehicles that enter/unload/park/exit the project would be expressly for the warehouse's prescribed distribution/logistics operations (refrigerated goods, fulfillment, specialty items per the lessees industry/business type. Nothing else.

Perhaps the biggest reason, for the developers attempt to “sever” the big-rig truck/trailer parking lot from the other parts of the facility, is to escape responsibility for complying fully with the intended purpose of Calimesa’s buffer ordinance, which is to create a safer distance between noxious particulate matter emitters (such as diesel big-rig trucks, and diesel refrigeration trailers) and sensitive receptors such as Sharondale and Rancho Calimesa Mobile Home Parks.

Without knowing what the warehouse operations will be inside the warehouses (since I’m presuming these are “spec” investments, and residents won’t know the intended use of the warehouses until after they are built-which is clearly wrong. The city needs to change this.), what I do know is that the diesel and other emissions from the big-rig trucks, will, as part of their warehouse distribution function, be the biggest source of harmful emissions to the adjacent and nearby sensitive receptors.

Separating the truck/trailer parking lots will do NOTHING to change that, or to achieve the objective of the Calimesa Buffer Ordinance, which is to create a safer distance between the emitters and the sensitive receptors. The sensitive receptors will still be exposed to the truck/trailer emissions, regardless of ownership, or manipulation of assessor’s parcel mapping system! This is why this tactic by the developer is not only escaping accountability, but also unconscionable as it clearly allows diesel truck and trailer pollution to harm the neighborhood, and cumulatively the Pass Area and IE.

Again, this idea is nothing more than a poorly disguised attempt by the applicant to circumvent Calimesa’s buffer ordinance and misleads, not only the city council, but also the residents.

Please note that I, like many of my fellow residents, do not want to spend our time commenting on this project when it’s the city council who should be doing their own research here, and protecting our interests, rather than the developers. We have many more rewarding things to do with our lives, than fight against richly resourced developers, who buy our large land parcels on the cheap, with the narrow-minded view of building community destroying warehouses that bring their associated pollution, blight, traffic, etc. without the slightest regard for the concerns of our residents: Land that would be much more enriching as alternative land uses.

But, unfortunately I and my neighbors are forced to fight to protect the natural beauty, clean air, the bucolic communities, the way of life we enjoy, that brought us here.

The developers always build-then-leave. The warehouses in Calimesa and the IE are creating a slave labor force working in unsustainable occupations, under oppressive physical and contractual conditions.

EVERY person I know from my neighborhood, my city, including the children of city councilpersons, I know have all said that working in a warehouse is unsustainable. They rarely last more than one year.

SEISMIC

SEISMIC PROBLEMS WITH WAREHOUSE STRUCUTRES:

Tilt-up construction is the predominant form of warehouse design. Most of the tilt-up structures are one-story buildings, however their heights are typically from 50-100 feet, which is equivalent to a 5-10 story residence. The structural systems consist of reinforced concrete panels as bearing walls and shear walls and wood/steel roofs as diaphragms. Because of their shape and loading method, tilt-up structures are also called “big box” structures.

The walls will be tilt up concrete.

The project is in a fault zone and less than 1 mile from the Cherry Valley Fault Zone and less than 2 miles from the Banning Fault Zone and the Crafton Hills Fault Zone. It’s also less than 5 miles from the San Andreas Fault which runs through neighboring Yucaipa. Regarding seismicity, historically Tilt up warehouses tend to perform poorly during earthquakes. When an earthquake occurs, forces perpendicular to the walls must be resisted at the base and the top of the walls. The weak structural element is the roof/wall connection typically using an “anchor” system. During an earthquake, the ground shaking causes the anchor to break and the walls and roof can become separated leading to building collapse (see also: insufficient displacement amplification factor). This type of structural failure and building collapse has occurred repeatedly with warehouses in Southern California. Again its caused when the connections between the concrete walls and the roof, are not engineered properly. This is called insufficient or lack of wall anchorage. Also the structural materials of the walls (precast concrete tilt-up wall panels) and roof (metal decking, wood or hybrid roof diaphragm) can be a factor in a building collapse during an earthquake.

Precast Tilt-up walls, which again, are averaging a minimum of 5 stories in height, require sustained structural integrity against lateral and horizontal or wind and seismic forces, and compression and torsion forces bearing on the weight of the member, and the roof load in a load bearing situation. Given these factors, tilt up walls are not reinforced throughout with rebar, but rather utilize a much weaker (and cheaper) system involving stretched cables combined wire mesh (think tomato cage wire) that serve as the primary reinforcement of the pre-cast concrete wall (formed in a casting form).

Given the prevailing wind and seismic forces prevailing at the project site, not to mention the increasingly extreme weather conditions, the typical tilt-up system predominating inland Southern California warehouse construction, will pose ongoing safety threats to the workforce

on the warehouse premises and adjacent and nearby residents (During a seismic building collapse building debris can easily reach nearby mobile homes). Also, building collapse can compromise vital safety systems, particularly fire suppression system. Developer has failed to demonstrate how this will be prevented. Therefore, the pre-cast, tilt-up form of construction should not be used for this project

In the absence of pre-cast, tilt-up, The applicant/developer needs to show in detail how their structural design will prevent seismic damage/collapse or compromised safety systems.

FIRE SUPPRESSION

WAREHOUSE FIRE PROTECTION

The developer has not indicated what kind of fire suppression systems will be built into the warehouse facilities. This needs to be explicitly shown in schematic drawings, blueprints etc. Perhaps more importantly, before that, the developer must disclose who will be occupying the warehouses, and for what type of use.

The type of warehouse use determines what is the most appropriate and safest type of fire suppression system. (This also applies to design for seismicity, and other factors) In almost all cases, warehouses store, transport, or manufacture combustible materials which will be key sources of fires within and outside of the warehouse buildings and their employee workspaces. The type of material handling system, storage, will reveal which materials, equipment and systems are flammable. Also the type of storage and distribution machinery need to be identified.

For example, if the warehouse use requires the use of pallets (a rigidly framed support or platform place goods in a stacked load), the pallets material and manner of storage (pallet racking system) directly relate to fire dangers. Pallets will almost always be made of highly flammable materials, notably wood, plastic, cardboard, and metal, all of which (except perhaps some metals) are highly flammable, release toxic smoke, and, when stacked by the hundreds, can create a deadly, explosive, and insuppressible fire fuel sources. Under intense heat, metal pallets and storage shelving can melt, lose its structural integrity, causing stored goods to collapse, and exponentially create more fire fuel and accelerated flames.

If the goods are packaged and stacked in flammable material like cardboard or plastic, and the racking system is arrayed so that shelves arrangement block water from reaching packages, these are other critical factors that can impact the dynamics of a fire in countless ways. Also how flammable pallets and goods are concentrated at any point in the distributing process affects where, and how much more likely and quickly fires will spread depending on where the fuel load is located and concentrated.

Also overhead fire suppression systems that trigger by temperature are common in industrial facilities. In a high-bay warehouse, the problem with an overhead system is that it may not be able to penetrate the pallet rack due to high storage density or solid decks. Water may not penetrate much past the top layer of pallets.

Also shrink-wrapping goods is very commonplace. The wrapping can serve as a wall, blocking water from reaching goods contained in the wrapping.

Also, warehouse rack structures with integrated sprinklers can be struck by forklifts causing flooding and depleting firefighting water supply. Also solid decks block water from overhead systems from reaching inflamed goods in lower deck levels.

Also what kind of fire prevention measures are being made to prevent electrical equipment and lighting, rubbish and waste, and heating equipment from catching fire,

Also loading docks, the area of the buildings where trucks load and unload goods are sources of fires. The goods being loaded/offloaded might be flammable or toxic materials (liquid chemicals, wood products [furniture] etc). And again how they are stored can increase the chances of fire. Fires can be sparked during the loading/offloading process from vehicles, material handling equipment, workers, etc.

Another critically dangerous problem has to do with how to prevent the spread of fires from the warehouse facility fire source to the adjacent/across the street mobile home parks, child care facility, nearby housing tracts and businesses, and I10 traffic.

Calimesa, like other cities located within the San Gorgonio Pass, is notoriously known for its windy conditions. Only a few years ago in Calimesa, a simple dump truck dumpster fire on a windy afternoon, spread with incredible speed to nearby multiple mobile home parks, and within minutes the mobile home parks were completely destroyed.

Imagine this scenario, only with a massive high-cube warehouse with tens of thousands of flammable goods igniting into a fire-how quickly the fire could destroy not only the mobile home parks, but the entirety of North Calimesa housing communities, retail, and commercial development.

For the city council to allow this project to cause this type of calamity is negligent, its unconscionable.

Redlands: 2020

Redlands: 2020

ENERGY REQUIREMENTS OF WAREHOUSE

TILT UP WAREHOUSE BUILDINGS ARE NOT ENERGY EFFICIENT:

Pre-Cast Concrete Tilt-up construction does a poor job of conserving energy. Tilt-up walls: The insulating capabilities (thermal resistance) of a precast 7" thick concrete slab wall are poor. This type of wall only has the same R-value as a pane of glass (R1.5). Even adding prevailing 2" foam insulation into a sandwich panel, the R-Value range only increases from R11.5-R14.5. Contrast this with current housing codes for home walls, which require R19 minimum. Also precast concrete panel walls can absorb moisture from rain and vapor, which lowers its thermal resistance and may cause other problems, including mold and mildew.

Roofing thermal resistance of warehouses is also poor. An R-30 value is a commonly adequate insulation rating various forms of building construction such as homes. Contrast this with warehouse roofing. A single-ply roofing system (TPO or EPDM has a 0.24-0.33 R-value with a typical installed thickness level, which is unacceptably lower than required. Also water absorption from rain, mist and vapors lowers the roofs thermal resistance and create structural problems like mold and mildew.

Given the above energy deficiencies, the applicant must describe in detail what kind of construction methods and materials will be used to reach conservation minded and energy efficient thermal resistance from the roofs, walls, and floors of the warehouse buildings.

RENEWABLE ENERGY:

Will the applicant employ renewable energy systems as part of the project including roof solar panels, product or byproduct recycling, etc.

RUNOFF

Applicant has not demonstrated how stormwater runoff, including nitrogen and phosphorous from the project site will be handled. The new warehouses and parking lots from the project will add more impervious surfaces, where rainwater cannot penetrate the ground, causing pollutants to wash off more easily in each rainstorm.

WHO WILL BE THE ULTIMATE TENANT/OCCUPANT OF THE WAREHOUSES

Residents deserve to know, before a developers application can be approved, who the ultimate tenants and use will be for the warehouses. The type of use affects many factors including fire suppression, energy consumption, air quality, economic development, sustainability, environment, etc. Will these warehouses be refrigeration warehouses? fulfillment centers?

AESTHETICS:

Aesthetics: Required Element under CEQA:

Aesthetics element usually involves identifying and showing (with photographs) the existing visual setting of the Project Site and vicinity within the context of the surrounding community, identifies applicable laws, regulations, guidelines and policies relating to aesthetics, and evaluates potential aesthetic impacts related to implementation of the Project.

Typically Aesthetics topcis include Scenic Vistas, Scenic Resources, Scenic Quality, and Light and Glare. EIRS from various projects cover these sub-elements in varying ways.

The Regulatory Framework should involve:
- State Regulations like California Code of Regulations, Title 24 (California Building Standards Code) (Title 24 sets light and glare standards)

- County Regulations like Riverside County Light Ordinance (Ordinance No. 655 Regulating Light Pollution: see: https://rivcocob.org/ordinance-no-655) : The Project is in Zone B, and, at 43.35 miles from Palomar Observatory, its within the 45 mile radius from Palomar Observatory which put's Oak Valley North in Zone B!). Note not only Calimesa coverage but also nearby affected unincorporated land such as Cherry Valley, San Timoteo Canyon, Potrero Preserve, etc.
- Calimesa Zoning Code:
see: https://www.codepublishing.com/.../Calimesa18120.html...Interestingly, For Lighting in commercial/industrial zones, 18.120.090 (D) establishes a "Lighting Curfew": "Outdoor lighting systems in the commercial/industrial zone shall be turned off or reduced in lighting by at least 50% beginning at 10pm or close of business, whichever is later."
...**The city needs to change this ordinance for warehouses requiring lighting to be turned off by 9pm at the latest.** Light glare will be awful for Singleton, Calimesa MHP, and other housing communities near the project. T**his nugget of info should be used as part of getting a CONDITION OF APPROVAL requiring RESTRICTED HOURS OF OPERATION from, say Sunrise (6am-7am) until 9pm, to mitigate against the light pollution from the warehouse lighting (truck parking lots, peritmer walls etc.**)

So there will excessive light pollution from the project: bad for the nearby homeowners. The "applicant (Birtcher)" will have to do a "Lumins" study projecting the increased lumin levels from the project. If the lumins exceed a safe level (which I'm betting they will) Birtcher will provide us with proposed "mitigations" (ways to cure the problem).

For Beaumont Summit Station (which was denied by Beaumont City Council) I argued for "visual diversity". Warehouses are monolithic, unsightly boxes which homogenize the visual elements of our area. Lack of visual diversity (varying building types, elevations, architectural styles arising from diversified land uses) make our area unsightly and repel new residents and visitors and lower our property values ("Oh you live in a warehouse town! No thanks.) . Also the warehouses block-out scenic vistas of our beautiful foothills, canyons, and mountains. Oak Valley Town Center south of I10 will be a classic example of how warehouses create visual blight.

OTHER CONCERNS:

WHAT AND WHERE ARE CONDITIONS OF APPROVAL FOR THIS PROJECT?

Conditions of approval should be identified and listed for public review before the project should be considered for approval/denial.

HOW CAN DEVELOPER PREDICT TRAFFIC IMPACTS WITHOUT ALREADY HAVING A SITE PLAN FOR DESIGN REVIEW.

Given detail of building footprints, developer already has detailed set of plans that should be presented to the public for review before any further hearings**.**

IMPROPER LAND USE

In violation of general plans, sphere of influence, and community resident's wishes.

QUESTIONS ABOUT THE PROJECT:

1. OTHER LAND USES: does the developer have experience in developing other land uses such as housing, retail, commercial etc.? Has the developer considered other land uses for the project area, such as housing.
2. TRAFFIC:
   - Where will the project trucks and vehicles leave the project? How do you prevent conflict between the trucks and local traffic. What is your plan for the intersection of Singleton Rd. and Beckwith Ave.
   - How does the developer plan to increase road capacity so the trucks can safely reach I10.
   - What are the road designs around the project to increase capacity so that Trucks and other project vehicles can safely reach I10 without conflicting with local traffic.
   - How much, and in what way, will the increase in project generated traffic affect Singleton Rd overpass/interchange/Cherry Valley Blvd Interchange/Calimesa Blvd, and increasing traffic congestion on I10, further bottlenecking thru traffic from outside of the area, especially since I10 is only 6 lanes along the project site (vs. 8 lanes everywhere else).
   - How much will it cost to upgrade nearby roads and interchanges to handle the increased project generated traffic. Who will pay for it, and when will the funds be paid?
3. AIR POLLUTION FROM DIESEL TRUCKS, PARTICULATE MATTER. How will the project reduce or remove or mitigate the particulate emissions from the diesel trucks
4. MITIGATE OTHER TYPES OF POLLUTION SUCH AS NOISE, LIGHT, BLIGHT.
5. HOURS OF OPERATION: The project needs to limit the hours of operation to say 10 hours Monday thru Friday, 8 hours on Saturday and Closed on Sunday. Will hours be limited to mostly daylight, closed between 7pm and 7am. OPERATIONS CANNOT BE 24/7. It will not fly. Look forward to the developers counter proposal here.
6. WORKER PROTECTIONS: How will the project create comfort and safety in the workers operating environment, such as HVAC, adequate bathroom facilities and break areas, recreation areas, bike racks, lighting, material handling protections. Will developers guarantee fair minimum wages, hours, benefits for workforce.
7. HOW WILL THE DEVELOPER PAY FOR THE AREA IMPACTS FROM THE PROJECT: Increasing capacity of road infrastructure, interchanges, traffic impacts on homes, schools, retail, etc.

NOTES: ZONE TO EXCLUSIVELY BUSINESS PARK: THIS TERM IS MISLEADING AS WAREHOUSES ARE KNOWN FOR INDUSTRIAL USES.

PA1 95.6 Acres.

PROBLEMS WITH THE PROJECT:

RUINS COMMUNITY CHARACTER:

Building almost 1 million square feet of warehouses in an area that is predominantly residential/rural residential in land use, is completely in conflict with and will ruin the small scale and rural character of the community. Industrial warehouses associate with industrial areas with massive warehouse districts, like Ontario, Redlands Valley. Calimesa associates more with bucolic communities like Cherry Valley, Yucaipa, Oak Glenn, San Timoteo Canyon, Big Bear and Idlewild.

EMISSION SOURCES:

I'm concerned about the principle emission sources from these warehouses.

ADDRESS THE PRIMARY POLLUTION SOURCES: DIESEL EMISSION SOURCES
There's a misconception about the primary emission sources from the warehouse complexes. A lot of attention is brought to the high-cube box buildings as pollution sources. And the buildings do emit air pollutants. However, buffer ordinances, such as Calimesa's, often measure a buffer as the distance from a warehouse building wall to nearby sensitive receptors.

Unfortunately, this attempted mitigation is misleading and does not actually do anything to meaningfully protect sensitive receptors from the primary and most deadly emission source, which is the diesel soot from the big-rig trucks, and diesel powered equipment such as the refrigeration trailers, yard goats and other motorized equipment. These sources operate almost exclusively outside of the warehouse buildings. Their soot is generated while the trucks are backing into truck-bays for delivery, parking their trailers in the 993 parking spaces in Trailer Parking lots 1,2, and a 31 trailer area. Also if any refrigeration unit trailers are on-site, their diesel refrigeration motors will also do deadly damage to

This is the case with the Oak Valley North Project. the primary emission sources will be the diesel soot and other pollutants from the big-rig diesel trucks. In Trailer Parking Lot 1 and Trailer Parking Lot 2 there are 962 big rig Trailer parking spaces, 10'x55' each.

Given the almost 50 thousand sensitive receptors within a three mile radius of the project (see below), Oak Valley North is an ill-conceived idea for the area, and will never, in-any-way, be an adequate fit for the area.

The nearest sensitive receptors to the project are the Sharondale and Rancho Calimesa mobile home park communities, which are either across the street north of the project (Sharondale) or abut the project, east of the project. (Rancho Calimesa). Other nearby sensitive receptors on the North Side of I10 freeway are Big Oak Gardens Mobile Home park (.36 of a mile away), Singleton Heights Housing Development (.35 of a mile away), Fascination Ranch (.17 of a mile away), JP Ranch (.94 of a mile away).

South of I10 nearby sensitive receptors are Summerwind Trails Community (.21 of a mile way), Summerwind Trails School (.28 of a mile away), Fairway Canyon (.78 of a mile away), and Plantation on the Lake Mobile Home Park (1.07 mile always).

If we extend the radius of the distance to only 3 miles between the project and sensitive receptor communities, the project affects the predominantly residential communities tied with schools, and businesses of over 25 thousand people, including Beaumont residential communities of Fairway Canyon, Tournament Hills, Shadow Creek, Ryland, Olivewood, Stetson, Solera, Cherry Valley. Schools include Summerwind Ranch Middle School, Tournament Hills Elementary, a future Tournament Hills Elementary in Fairway canyon (Sorenson Dr.)

Rotating this 3 mile radius to the north and west, we find the project touches the entire boundaries of Calimesa, including all of the Summerwind Specific Plan, all other housing, retail, public facilites in around downtown Calimesa, Mesa Verde Middle School.

This radius also touches on all of Yucaipa, predominantly residential or rural residential development south of Wildwood Canyon Rd.

The project radius even reaches all the way to Fishermans Village and the La Cienega Preserve on San Timoteo Canyon Rd.

Zooming out on a map centered by the project, there's one obvious finding. The land use around the project site, has been and continues to be dominated by residential and rural residential zoning and communities, with a residential population reaching 50,000 people.

Given the predominantly residential land uses around the project, notably, the residentially zoned Summerwind Specific Plan, south of I10, which will represent the largest growth area in Calimesa. This warehouse project is incompatable with the surrounding land uses. The area around the project is predominantly residential, by a large measure. This project site would much more likely qualify as a compatable land use if the developer considered a residential development. Choosing housing also

Birtcher developments Town Center Project, a political mistake that was approved, primarily due to the lack of voter participation due the Pandemic, (project approved 2020), would not have been universally rejected had the public the right circumstances to vet the project and express opposition.

TRUCK TRAFFIC:

Rather than minimal residential traffic, this project will flood the surrounding area with Big Rig Diesal Trucks that will compete with local resident's vehicles for the 2 lane roads that surround the project. The noise, belching smoke, profile, and size of these trucks will increase congestion and danger to the local traffic system, significantly increasing trip times for local traffic.

MITIGATIONS?:

As each year passes while the logistics industry tries to extend its grip over the Inland Empire, without consideration of the negative impacts of their projects. new mitigations arise out of hearings and court cases, that attempt to reduce these impacts.

ALTERNATIVE LAND USES:

This arguably is the most affective mitigation measure. It understands that a warehouse/logistics complex will never be a compatible use, It allows the community and the developer to find the most appropriate land uses for the project.

- HOUSING: Given the severe housing shortage, and the need for Calimesa to fulfill its RHNA, this option will likely find the most cooperation by area residents. It provides far more economic, cultural, environmental, community, and policy benefits. It gives Calimesa an opportune way to comply with the housing crisis and state housing laws, which often conflict with proposed warehouse projects.
- RECREATION: The Pass Area is sorely in need of recreation options for their 120, 000 residents. Here Calimesa can consider the advantages for fitness, health-and-wellness and the opportunity to attract users from outside the area.
- RETAIL: Appropriately scaled and selective retail options that compliment, downtown Calimesa, and the Marketplace at Calimesa Shopping Center
- HOSPITALITY: Fill the shortage of quality hospitality options in the area for the growing out of area, out of state, tourist industry.
- OPEN SPACE
- Agricultural/Local Nurseries
- Schools

BUFFER:

Calimesa has a 500 foot Buffer Policy. Beaumont also has a bigger 1000 foot buffer policy. But how does one measure the buffer distance. Given that the primary emission sources are in the outdoor Trailer Parking Areas where the big rig truck trailers are stored, on the North, Northeast, and Northwest boundary, as well as the bays and the idling areas, a 1000 foot buffer from the project would start the measurement along the north, northwest, and northeast boundaries of the project, and thence to the nearest sensitive receptors.

Applying this buffer along the northern boundary, we find the buffer distance extends through almost one half of the housing units in Sharondale Mobile home Park. Along the eastern project boundary, applying this buffer, we find that the entirety of Rancho Calmesa Mobile Home Park is within this buffer area. Also, a proposed Catholic Church, constitutes a sensitive receptor and its entirety would fall within the buffer zone.

Given that in the above instances, the buffer cannot be applied in a way that leaves any buffer open space between the project boundary and these sensitive receptors, to mitigate against air pollution, this project is disqualified, and should not be approve as it cannot adequately mitigate diesel soot emissions traveling (especially on breezy days) into the sensitive receptor communities.

INCORPORATE MITIGATIONS FROM RECENT WAREHOUSE SETTLEMENTS

The Developer must incorporate mitigations from recent Settlements such as the 2021 Warehouse Logistics Center Development. Here the developer agreed to conditions including the following:

- Pay for 500 grants — between $24,391 and $20,709, depending on the year — to help local truckers buy Class 8 heavy-duty electric trucks
- Pay for 60 grants — between $7,632 and $13,040, depending on the year — to help local truckers buy Class 4 through Class 7 medium-duty electric trucks
- Pay for 120 grants — between $8,090 and $8,949, depending on the year — for World Logistics Center tenants to buy light-duty electric delivery vehicles
- Pay $1.1 million to provide 1,000 $1,000 electric vehicle grants for Moreno Valley residents
- Install the maximum amount of **rooftop solar** panels allowed under Moreno Valley ordinances — and add more if the limit is raised
- Install 1,080 electric-vehicle charging stations in World Logistics Center parking lots
- Require that at least 90% of forklifts at the complex must be powered by electricity, hydrogen or other non-fossil fuels. No forklifts can be diesel powered.
- Require that at least 90% of handheld landscaping equipment, including leaf blowers and hedge trimmers, be electric or meet California Air Resource Board standards

- Ensure that hot water for offices and bathrooms be heated by electricity generated by solar electricity
- Install all-electrical appliances in building office areas
- Prohibit diesel-powered generators outside of emergency conditions
- Prohibit trucks from idling at the complex for more than five minutes
- Provide an on-site air-conditioned lounge with other amenities for truckers to wait in each warehouse
- Strictly limit lighting at the complex to reduce light pollution
- Keep trucks at least 350 feet away from the South Jacinto Wildlife Area. Also, buildings must be at least 450 feet away from the area.
- Build berms along Redlands Boulevard and Merwin Street before warehouses are completed within 1,000 feet of either road
- Place buildings away from areas zoned for housing
- Build walls to reduce noise pollution between the complex and housing areas
- **Pay 90% of the cost for in-home air filtration systems for eligible residents and homeowners**
- Take responsibility for preventing illegal truck parking on residential neighborhoods in Moreno Valley

Notably the nearby residential communities should have in-home filtration systems, sound walls that block the decibel noise from the project vehicular building operation noise, facility lighting filtration/removal to prevent light pollution from emitting onto nearby communities.

Given that the state of the truck manufacturing industry indicates that the conversion of Big Rig Trucks from diesel to 100% electric power, will take roughly 25 years, the length required to fulfill this mitigation of one of the most significant negative elements of warehouses, is a big reason this project should be denied.

SIGNIFICANT ON-AND-OFF SITE MODIFICATIONS:

Onsite Modifications:

- Per recent project settlements mitigations.
  - See World Logistics center and other settlements for the most recent modifications.
  - Partial or complete lowering covering of warehouse buildings to a level that the buildings cannot be seen by nearby residents.
  - Lowering/Covering of buildings so as cannot be seen by passers-by, area residents.
    - Hidden Springs Industrial Park: included provision for cut-and-fill, lowering of building pads, and earthen roofs to completely hide the buildings from view by passers-by, nearby residents.
    - Beaumont Summit Station: mitigation required building sites to be lowered so that they could not be seen by nearby communities. This requirement was

partially fulfilled as over ½ of buildings are out-of-view. Parts of site are over 150 feet below grade.
    - Sloping Topography of Oak Valley North Site allows for cut-and-fill and lowering of buildings.
    - Lower site so that passers-by, nearby residents cannot see the sides or top of the buildings, or a minimum viewable distance (only top 5 feet of buildings for example).
- Reconfigure truck trailer parking and warehouse buildings: flip the layout.
    - Put Truck Trailer and all other parking next to and along Calimesa Blvd.
    - Put Warehouse Buildings (accounting for buffer) along the north side
    - Goal to route all truck/vehicular traffic onto Calimesa Blvd, to reach Singleton Rd.

- Enclose warehouse Trailer Parking and other Parking Lots.
    - Build Enclosed buildings/structures (enclosures) for all truck and vehicle parking areas. Enclosures must filtrate emissions to remove particulate matter and other pollutants.

Offsite Modifications.

- See 2021 World Logistics Center Settlement. Upgrade nearby home air filtration, sound and light suppression.
- No Truck Traffic Allowed on Beckwith Avenue or anywhere near Rancho Calimesa MH Park.
- Route all Truck/vehicular traffic onto Calimesa Blvd, and then only to Singleton Rd. for ingress/egress, Freeway access.
- Signage prohibiting trucks from using Beckwith Ave., Singleton Ave north of Calimesa Blvd.

On and Off Site Modifications:

Limit truck/other vehicles ingress/egress and operating hours from 7am-10pm, Monday-Friday, 8am-3pm Saturdays, Closed on Sundays. No 24/7 operations.

I reserve the right to submit additional comments for the record.

Thank you

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State of California
DEPARTMENT OF JUSTICE

Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

Table of Contents

In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)[1] regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.[2] This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.[3] It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.[4] While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.[5] California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.[6] The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.[7] Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.[8] This trend has only accelerated, with e-commerce growing to

[1] https://oag.ca.gov/environment/justice.
[2] https://oag.ca.gov/environment/ceqa; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).
[3] This September 2022 version revises and replaces the prior March 2021 version of this document.
[4] Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.
[5] As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.
[6] Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/ (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).
[7] U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm (last accessed September 18, 2022).
[8] South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.[9] The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.[10]

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.[11] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.[12] The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California's environmental justice screening tool, which measures overall pollution and demographic vulnerability.[13] That

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[9] U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), *available at* https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report (last accessed September 18, 2022).

[10] CBRE Research, *supra note* 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), *available* at https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html.

[11] California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (last accessed September 18, 2022) (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (last accessed September 18, 2022) (DPM).

[12] Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

[13] South Coast Air Quality Management District, "Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305" (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.[14] Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.[15]

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors[16] can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

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[14] *Id*. at 5-7.

[15] Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported "riskiness" of loaning to their residents. In California cities where such "redlining" maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded "red," signifying the least desirable areas where investment was to be avoided. *See* University of Richmond Digital Scholarship Lab, Mapping Inequality, https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca (Los Angeles), https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca (San Diego), https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca (Oakland), https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca (Stockton), https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca (Fresno) (all last accessed September 18, 2022).

[16] In this document, "sensitive receptors" refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.[17]

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.[18] Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.[19]

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

[17] For more information about SB 1000, *see* https://oag.ca.gov/environment/sb1000.
[18] https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf (last accessed September 18, 2022).
[19] For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf (last accessed September 18, 2022) (Riverside County); http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId= (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.[20]
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

[20] CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), *available at* https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.[21]
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

[21] CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage[22] to or from the project site to be zero-emission beginning in 2030.

[22] "Drayage" refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

trucks.

- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

From: Kelly Lucia
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker
Subject: Fw: Send this to your consultant.
Date: Monday, September 11, 2023 9:43:35 AM
Attachments: Outlook-igpx1sg2.png

Comments from Danae Delaney -

Thank you,

Kelly Lucia, M. URP
Planning Director

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From: Danae N Delaney <danaendelaney@gmail.com>
Sent: Monday, September 11, 2023 8:10 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Send this to your consultant.

Low Air Quality = Breast Cancer

https://www.nih.gov/news-events/news-releases/high-levels-particulate-air-pollution-associated-increased-breast-cancer-incidence?fbclid=IwAR0BgNlbjGbV450qBMseDyKH7rgfNc6fRmJ94JWjoC8jZ8bjkwwhvO7CiyA_aem_AdYM_1xkispDJqvKLDZrOsSn9mwVrwkpC-cwd9nlF73qrupGFV02fCx52wYxT0LOT2s

Sent from my iPhone

NEWS RELEASES

Monday, September 11, 2023

High levels of particulate air pollution associated with increased breast cancer incidence

NIH researchers combined historical air quality data with breast cancer data from large U.S. study.

Researchers at the National Institutes of Health found that living in an area with high levels of particulate air pollution was associated with an increased incidence of breast cancer. The study, published in the Journal of the National Cancer Institute, is one of the largest studies to date looking at the relationship between outdoor air pollution, specifically fine particulate matter, and breast cancer incidence. The research was done by scientists at the National Institute of Environmental Health Sciences (NIEHS) and the National Cancer Institute (NCI), both part of NIH.

The researchers saw that the largest increases in breast cancer incidence was among women who on average had higher particulate matter levels ($PM_{2.5}$) near their home prior to enrolling in the study, compared to those who lived in areas with lower levels of $PM_{2.5}$. Particulate matter is a mixture of solid particles and liquid droplets found in the air. It comes from numerous sources, such as motor vehicle exhaust, combustion processes (e.g., oil, coal), wood smoke/vegetation burning, and industrial emissions. The particulate matter pollution measured in this study was 2.5 microns in diameter or smaller ($PM_{2.5}$), meaning the particles are small enough to be inhaled deep into the lungs. The Environmental Protection Agency has a website known as Air Now where residents can enter their zip code and get the air quality information, including PM2.5 levels, for their area.

“We observed an 8% increase in breast cancer incidence for living in areas with higher $PM_{2.5}$ exposure. Although this is a relatively modest increase, these findings are significant given that air pollution is a ubiquitous exposure that impacts almost everyone,” said Alexandra White, Ph.D., lead author and head of the Environment and Cancer Epidemiology Group at NIEHS. “These findings add to a growing body of literature suggesting that air pollution is related to breast cancer.”

The study was conducted using information from the NIH-AARP Diet and Health Study, which enrolled more than 500,000 men and women between 1995-96 in six states (California, Florida, Pennsylvania, New Jersey, North Carolina, and Louisiana) and in two metropolitan areas (Atlanta and Detroit). The women in the cohort were on average about 62 years of age and most identified as being non-Hispanic white. They were followed for approximately 20 years, during which 15,870 breast cancer cases were identified.

The researchers estimated annual average historical $PM_{2.5}$ concentrations for each participant’s residence. They were particularly interested in air pollution exposures during a period of 10-15 years prior to enrollment in the study, given the length of time it takes for some cancers to develop. Most previous studies have assessed breast cancer risk in relation to air pollution around the time of study enrollment and did not consider past exposures.

“The ability to consider historic air pollution levels is an important strength of this research,” said Rena Jones, Ph.D., senior author and principal investigator of the study at NCI. “It can take many years for breast cancer to develop and, in the past, air pollution levels tended to be higher, which may make previous exposure levels particularly relevant for cancer development.”

To consider how the relationship between air pollution and breast cancer varied by the type of tumor, the researchers evaluated estrogen receptor-positive (ER+) and -negative (ER-) tumors separately. They found that $PM_{2.5}$ was associated with a higher incidence of ER+ breast cancer, but not ER-, tumors. This suggests that $PM_{2.5}$ may affect breast cancer through an underlying biologic pathway of endocrine disruption. ER+ tumors are the most common tumors diagnosed among women in the United States.

The authors note that the study was limited in its ability to explore any differences in the relationship between air pollution and breast cancer across the different study areas. They suggest future work should explore how the regional differences in air pollution, including the various types of $PM_{2.5}$ women that women are exposed to, could impact a woman's risk of developing breast cancer.

Grants: This research was funded by the NIEHS and NCI Intramural Program, 1ZIAES103332 and 1Z01CP010125.

About the National Institute of Environmental Health Sciences (NIEHS): NIEHS supports research to understand the effects of the environment on human health and is part of the National Institutes of Health. For more information on NIEHS or environmental health topics, visit https://www.niehs.nih.gov or subscribe to a news list.

About the National Institutes of Health (NIH): NIH, the nation's medical research agency, includes 27 Institutes and Centers and is a component of the U.S. Department of Health and Human Services. NIH is the primary federal agency conducting and supporting basic, clinical, and translational medical research, and is investigating the causes, treatments, and cures for both common and rare diseases. For more information about NIH and its programs, visit www.nih.gov.

NIH...Turning Discovery Into Health®

References

White AJ, Fisher JA, Sweeney MR, Freedman ND, Kaufman JD, Silverman DT, Jones RR. 2023. Ambient fine particulate matter and breast cancer incidence in a large prospective US cohort. Journal of the National Cancer Institute. https://doi.org/10.1093/jnci/djad170

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Institute/Center

National Institute of Environmental Health Sciences (NIEHS)

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From: Kelly Lucia
To: Tracy Zinn; Christhi Mrosla; Lindsey Mansker
Subject: Fw: Please Excuse and Accept
Date: Monday, September 11, 2023 10:55:34 AM
Attachments: Outlook-xftfiphy.png

Good morning,

Please find below RNOP scoping comments from David Zaitz.

Thank you,

Kelly Lucia, M. URP
Planning Director

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From: David Zaitz <dzmtb100@att.net>
Sent: Monday, September 11, 2023 10:52 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Please Excuse and Accept

Kelly,

These scoping questions are late. I was planning to send them on Friday. However I crashed on my bike on Thursday and ended up in urgent care. Anyway, I hope you can accept these.

1. How far will diesel particulate matter travel at this location before it is 80% disbursed and 100% disbursed? This requires a site specific study. If The developer is not will to spend the money for such, is the developer willing to accept AQMD findings of 1,000 feet.

2. What are the impacts to the project if docks facing sensitive receptors are removed? If the impact is financial, please provide proof by providing project construction and operating proformas for your proposal and that proposed by the public.

3. How close trucks get to people's homes from any location in the project, either warehouse or trailer parking lot?

4. What impacts will the truck traffic (warehouse and trailer lot) specifically have on the homes

nearest to the project in terms of light pollution, noise pollution, particulate pollution and non visible pollution?

5. What does this project look like when designed as a “by-right” development?

6. What does this project look like when re-zone residential property is restricted with a height limited to three

Sent from my iPhone